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UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE FOR AFRICA

1984 REPORT

CHAPTER I

OVERVIEW AND SUMMARY

1. The year 1984 marked the beginning of a new phase of the United Nations Transport and Communications Decade in Africa. The programme for this new phase was adopted by the fourth Conference of Ministers of Transport, Communications and Planning which was held in Conakry, Guinea, from 7 to 11 February. At that meeting the second phase was also launched amidst high expectations that the forthcoming five years would see a marked improvement in the execution of the Decade programme.

2. Whereas the first phase had been characterized by hasty preparation of the programme, with some countries submitting projects in large numbers in the hope that substantial international assistance would flow towards Africa, the programme of the second phase had been prepared with more meticulous care and with the advantage of early conception in order not to repeat the mistakes of phase I. Indeed, it was recognized early on that the first phase programme had had the defect that it had been formulated purely from an African standpoint without consideration of what the international community - from which financial support was expected - thought would be the type of programme that they were capable of supporting. Thus, in June 1983, a roundtable involving highly placed individuals from both the industrialized countries and Africa was organized in Paris to evaluate the performance of the first phase and to advise on a realistic programme for the second phase. Among the recommendations of the Paris roundtable was that the new programme should be seen to address itself to the major issues facing transport development in Africa and among these were singled out the maintenance and rehabilitation of existing transport infrastructure as well as emphasizing training and technical assistance to enhance the better management of transport enterprises.

3. Even before the Paris round-table, the third Conference of African Ministers of Transport, Communications and Planning in March 1983 in Cairo, had given very clear guidelines for the admission of projects into the second phase programme. The Ministers directed, inter alia, that only projects that were included in national development plans or, if regional, had clear commitment to them by the countries for whose benefit they were proposed, ought to be considered. This was a big step forward from the first phase when some governments proposed projects that they had not committed themselves to implementing within the framework of their development plans.

4. The ECA secretariat on the basis of country project submissions compiled a programme that complied strictly with the Cairo guidelines. The ensuing programme, however, was considered still too ambitious in the light of the financial resources which it was thought likely could be provided by the international community. In these circumstances, the ECA secretariat proposed other more stringent criteria for the admission of projects and thus scaled down the programme resulting from the strict application of the Cairo guidelines from $32 billion to $18 billion. This so-called "alternative" programme was accepted by the fourth Conference of African Ministers of Transport, Communications and Planning in Conakry, Guinea, in February 1984.

5. The main feature of the second phase programme launched in Conakry was the emphasis on maintenance and rehabilitation, training and technical assistance, inter-State links, regional and subregional projects and, finally, projects which, although purely national in character, are of such high priority that they ought to be included in the programme.

6. While it is too early to assess whether the emphases mentioned above are reflected in reality in the projects implemented in 1984, there are already indications that there is a greater awareness of the importance of these goals and of the need to re-orient actions towards their achievement. For instance, out of the 33 projects on which African Governments were at different stages of negotiation with the World Bank during the year, 25 were concerned with maintenance and rehabilitation. Indeed, virtually every road project was to do with maintenance or had a maintenance component. Similarly, the PANAFTEL Co-ordinating Committee at its 15th meeting held in July observed that many links in the PANAFTEL system, although installed, were not operational because of lack of maintenance. The meeting agreed that unless efficient maintenance was performed on both the PANAFTEL international and national networks, the system would collapse and further investment funds would not be forthcoming. It was thus decided to encourage member countries to take urgent steps to rehabilitate existing systems, to establish national plans for the improvement of maintenance and to implement these plans.

7. The ECA for its part had planned a highway maintenance seminar for French-speaking African countries in 1984. This seminar, which is being organized in collaboration with the World Bank, had to be postponed, for unavoidable reasons, to 1985.

8. The other high priority area in the second phase programme is training and technical assistance especially for management and for maintenance. Again several of the projects financed by the World Bank and the African Development Bank had training and technical assistance components.

9. ECA, in collaboration with multilateral and bilateral donors, organized a number of training seminars in 1984. They included a seminar on project planning, evaluation and management in the field of transport; those on transport statistics, the planning of rural telecommunications networks, and problems of port operations in Africa. In addition to these seminars, ECA, in conjunction with the Port Management Association of Eastern and Southern Africa, also conducted a survey of the training needs of the port authorities of Eastern and Southern Africa.

10. As regards inter-State links, although the majority of them have been grouped along corridors, by far the two most important projects during the Decade are the Trans-African Highways and the PANAFTEL network project.

11. As far as the highways are concerned there was some physical progress recorded in 1984. The more impressive achievement, however, was in the institution-building aspect and pre-investment studies.

12. The Governing Council of the Trans-East African Highway Authority (Cairo-Gaborone) established the inter-State Facilitation Commission which became operational in 1984. The Commission is composed of all the member States of the Authority and has 3 sub-committees on customs, immigration and traffic regulation.

13. The Canadian Government approved funding in 1984 for a prefeasibility study of the Cairo-Gaborone highway and the actual study will start in 1985.

14. Another major step forward was the establishment, in June 1984, of the Co-ordinating Committee of Ministers for the Trans-Central African Highway (Tripoli-Windhoek). The Committee agreed on the final itinerary of the highway and approved its constitution and work programme. The creation of a Co-ordinating Committee is the first step towards the establishment of an Authority.

15. Of importance to all the Trans-African Highways was the first African Road Safety Congress that was organized by ECA in August in Nairobi with the assistance of the Nordic countries, the World Bank, WHO and the Transport and Road Research Laboratory (TRRL) of the United Kingdom.

16. Significant progress was also made in 1984 in implementation of the PANAFTEL project with two satellite earth stations and five microwave links being put into service. Several other links are also being installed. Now that the Botswana-Zimbabwe link has been put into service, it is possible to have direct telephone communications (without transiting through Europe) between Botswana and Djibouti as well as between the countries along the route. At its fifteenth meeting held in July 1984, the PANAFTEL Co-ordinating Committee noted that

considerable progress continued to be made in the implementation of the PANAFTEL network but that attention needed to be focused on the maintenance of the network, with administrations taking appropriate action to develop their maintenance structures and to ensure that their staff were given every opportunity to improve their knowledge of the equipment installed.

17. As in the past, technical consultative meetings continued to be the main fund-raising method for implementing the Decade programmes. Two such meetings were held during 1984. The first one was held in Antananarivo, Madagascar, in March, to deal with projects in the fields of roads, shipping and ports for the countries of North Africa, East Africa and the Indian Ocean islands. The second was held in Harare, Zimbabwe, in June, and dealt exclusively with projects in the field of broadcasting for the whole region. The amounts of financing likely to result from these meetings were $178 million and $59.7 million respectively.

18. ECA also obtained funds for important activities whose accomplishment will allow for rational development of transport and communications services during the second phase of the Decade. The General Assembly of the United Nations approved funds for the following activities:

(a) Studies on the harmonization of modes of transport and communications;

(b) Survey on manpower and training needs in transport and communications;

(c) Emergency transport and communications programme for land-locked countries; and

(d) Organization of the first African Conference on Freedoms of the Air.

Action on activities (a), (b) and (c) was started in 1984 and will be continued in 1985 whereas activity (d) was completed in 1984.

CHAPTER II

IMPLEMENTATION OF THE SECOND PHASE OF THE DECADE AT THE NATIONAL LEVEL

(Progress and Problems)

A. Introduction

19. The global strategy adopted at the launching of the first phase of the Decade laid down certain objectives and priorities. The highest priority was given to regional and subregional projects, with national projects for non disadvantaged countries being given the least priority. These objectives stressed, particularly, an increase in intra-African trade, co-ordination of the various modes of transport, opening up of land-locked countries, and the development of the African transport and communications equipment industry.

20. It should be mentioned, however, that unfortunately, things were quite different in reality. There was a large number of national projects which, for convenience were often dubbed "national projects with subregional impact" and regional and subregional projects, in fact, only accounted for a small proportion of the Decade programme.

21. At the national level, programmes of the first and second phases of the Decade are therefore of great importance, the more so as governments have shown little inclination promoting multi-national projects.

B. General problems

22. As the second phase of the Decade was being launched in 1984, ECA had to grapple with this contradiction between the avowed intention of African Ministers to accord the highest priority to multi-country projects and the reality that in practice Government pursued national projects with more vigour. This contradiction manifests itself again when the mechanisms for financing are considered. Most projects are financed through loans for whose repayment some partly must assume responsibility. For national projects Governments do assume such responsibility but for multi-country projects there is some difficulty in identifying the party that will assume it.

23. The two problems referred to above are not new; they were present even during the first phase of the Decade But in 1984 a concerted effort was made to come to grips with them. Thus in 1984 ECA strenuously sought to:

- elaborate a sound programme for the second phase of the Decade;

- explore solutions to the problem of financing the second phase programme; especially regional and subregional projects; and

- to devise a better method of gathering information on the state of implementation of the Decade projects.

Each of these activities of ECA is treated hereunder.

(i) Elaboration of a sound programme for the second phase

24. At their meeting in Cairo, in March 1983, the African Ministers of Transport, Communications and Planning had given ECA guidelines, in the form of criteria for the selection of projects, to enable it to cut down to a more realistic size the proposed programme for the second phase of the decade, the cost of which was then 31 billion dollars. ECA itself thought out some additional criteria (taking into consideration, particularly the time factor) and on its own initiative submitted them to the same Ministers, meeting in Conakry in February 1984 an alternative programme reduced to a cost of about 18 billion dollars. After a few amendments this programme was adopted as the programme for the second phase.

25. This programme no longer presented projects by subsector but by their nature i.e. by the issues to which they addressed themselves. For the transport sector, projects were classified as follows:

(a) Maintenance and rehabilitation projects;

(b) Training and technical assistance projects;

(c) Inter-State links;

(d) Regional and subregional projects;

(e) National priority projects;

This classification was based on the recommendations of the Paris round-table of 1983 which had dealt only with transport. The classification of communications projects is, therefore a little different and is as follows:

(a) Maintenance and rehabilitation projects;

(b) Training projects;

(c) Technical assistance projects;

(d) Regional, subregional and national projects with subregional impact;

(e) Other national projects.

26. Under both classifications national projects figure not only under the category "national projects", but also under the categories "maintenance and rehabilitation" and "training and technical assistance".

27. The category comprising "purely national projects" (excluding purely national maintenance, rehabilitation, training and technical assistance projects) alone accounts for almost 50 per cent of the total cost of the second phase programme, once again showing the importance of these projects

(ii) The problem of financing projects

28. The Ministers of Transport, Communications and Planning, when they met at their Fourth Conference in Conakry, Guinea in February 1984 were concerned about the low level of international financing for projects of the first phase. They, therefore, directed ECA to organize a meeting with financial institutions and African inter-governmental organizations to explore new strategies for mobilizing financial resources during the second phase. The meeting was duly held in June and was attended by representatives of the following financial institutions: the World Bank, the African Development Bank, Banque de developpement des Etats de l'Afrique Centrale, ECOWAS Fund and OPEC Fund. The African inter-governmental organizations were represented by OAU, ECOWAS and the Ministerial Conference of West and Central African States on Maritime Transport.

29. The meeting confirmed what was already known, namely, that national projects were easier to finance their regional projects. Two reasons given were that financial institutions are precluded by their statutes from financing any projects other than those submitted by States or promote their own national projects to multi-country ones.

30. Another problem raised during the meeting was that quite often Governments submitted to financial institutions priority projects that were not part of the Decade programme. While it was acknowledged that such projects were complementary to those of the Decade and would therefore contribute to the achievements of its objectives, it was nevertheless unfortunate that they gave the impression that there were in fact two parallel and competing programmes.

31. The meeting requested ECA to classify Decade projects according to their state of advancement so as to enable donors to evaluate those that could be implemented before the end of the Decade; This will be done in 1985 after the missions collecting information on the state of execution of phase one and phase two projects have completed their work.

(iii) The difficulty of gathering information

32. One of the problems that have persisted right from the beginning of the Decade has been that of collecting information on the state of implementation of the projects. Various solutions were tried such as sending questionnaires to Governments, involving the UNDP offices, appointing liaison officers in the countries who would have direct contact with ECA etc. However, none of these methods proved satisfactory and the level of response was at best only 25 per cent.

33. Because of the urgency of the task that was assigned to ECA by ECOSOC to provide an evaluation of the physical implementation of the phase one programme, ECA was compelled to resort to an extreme method, that of sending its own staff to as many African countries as it could on information gathering missions. During these missions information was collected not only on first phase projects but on those of the second phase as well. It was an extreme solution for an urgent situation and will not be repeated.

34. For 1985 and subsequent years, it is contemplated to review all the methods so far used and to try a number of them with a specific approach being adopted for each country depending on such factors as its organization, geographic location, degree of co-operation with ECA, the presence in it of any other organizations that might assist in the collecting of the information etc.

C. Analysis of the progress achieved sector by sector

35. The analysis that follows is made only with respect to projects contacted in the programme of the second phase. It exclude any projects of the first phase which, although withdrawn from the second phase programme, were nevertheless ongoing in 1984. The second feature of the analysis is that it is based only on those projects for which reliable information was obtained.

(i) Transport Sector

36. The number of countries on which it was possible to obtain reliable data (for all or only part of their transport projects) was 28, or 56 per cent of the total number of African countries. Unfortunately, these data relate to 149 projects representing only about a quarter of the 581 transport projects included in the second phase programme.

37. Half of these projects (74) are road projects and more than 93 per cent approximately (159 projects) relate to roads, railways, ports and maritime transport. The breakdown of the state of implementation and the financial situation of the 149 projects can be found in Annex II, a general summary table is provided in Annex IV.

State of implementation of transport projects

38. Out of the 149 projects, 50 are currently being implemented (representing approximately a third of the projects) and 4 have been completed. Implementation of the remaining 95 has still not started. The breakdown is as follows: of the 50 projects under implementation, 27 are road projects, 7 railway projects, 4 port projects, 9 air transport projects and 3 inland water transport projects while of the 4 completed projects, 2 are road projects, with air transport and multi-modal transport having 1 project each.

Financial analysis

39. The estimated cost of the 149 projects in the initial second phase programme adopted at Conakry was $4.471 billion. The revised total cost worked out after field missions or derived from replies to the questionnaires sent to Governments now stands at $4.472 billion. The reasons for this difference in cost are varied and have had opposite effects on costs. Among them can be mentioned the sharp rise in recent months in the value of the dollar vis-à-vis other currencies. This has reduced the cost in dollars of the projects. Of opposite effect is the fact that when the second phase projects were being identified it was thought that some of them related only to studies. After the Conakry meeting it came to light that some of these studies had already been completed and, therefore, the much higher cost of executing the projects had to be taken into account. Finally, more detailed studies have been conducted on other projects thus making it possible to state the real cost with some certainty. In some cases the cost had to be adjusted upwards and in others downwards.

40. At the end of 1984 these 149 projects had received total financing of $1.45 billion representing approximately 33 per cent of total cost of the second phase programme (see summary table in Annex IV.) The amount of local financing available and external financing received was about the same: 17.5 & 15.5 % respectively of the total cost of the 149 projects. It should be mentioned that, although more than half (61 per cent precisely) of this total financing was for railways, most of it was for project RAP 16-001 relating to the Trans Gabon Railway which has already been financed by an amount of $810 million

(ii) Communications sector

41. The number of countries on which reliable data was obtained (for all or only part of the communications projects) was 21, out of a total of 46 countries which submitted communications projects for the second phase of the Decade.

42. The data obtained relate to only 104 projects or less than a quarter of the 472 communication projects in the programme.

43. These projects are more or less equally distributed in number between telecommunications, broadcasting and postal services (38, 33, and 33 respectively). The breakdown of the state of implementation and the financial situation of these 104 projects figure in Annex III. Annex IV presents a summary table for the whole subsector.

State of implementation of communication projects

44. Out of the 104 projects, 30 are being implemented (approximately 30 per cent) and 9 have already been completed. It should be mentioned that implementation of the telecommunications programme started off quite strongly; of the 38 projects 21 are being implemented or have been completed. The programme for the postal services on the contrary, has had a very slow start. The breakdown is as follows: of the projects being implemented, 19 are telecommunications projects, 7 broadcasting and 4 postal services projects and of the nine projects already completed, 2 are telecommunications, 6 broadcasting and 1 postal services project.

Financial analysis

45. The estimated cost of the 104 projects in the initial second phase programme adopted at Conakry was $525.26 million; the revised total cost worked out after missions or derived from replies to questionnaires sent to Governments now stands at 543.06 million dollars. The reasons for this difference in cost are the same as those mentioned under the financial analysis of the transport sector.

46. At the end of 1984 these 104 projects had received total financing of $185.28 million representing approximately 34 per cent of the cost of the programme (see summary table in Annex IV.) External financing received exceeded local financing available by far, accounting for 29.6 per cent and 4.5 per cent respectively of the total revised cost of these projects. These proportions are even more varied for the telecommunications projects (53.4 per cent and 4.1 per cent), whereas the order is largely reversed for postal services projects (0.24 per cent and 4.8 per cent). This last observation confirms the little interest expressed by financing institutions in postal projects; a fact that was observed even during the first phase of the Decade.

(iii) Conclusion

47. Given that statistically speaking the 253 projects mentioned above do not really constitute a sample of the second phase programme it would be dangerous and inaccurate to extrapolate these results to the entire programme. It can however, even now, be said that barely one year after the official launching of the second phase of the programme the results are quite satisfactory, at least as far as national projects are concerned. Unfortunately, it would be premature to be overly optimistic because there are indications that it is the projects which the countries are most eager to implement that have attracted financing and that the remainder of the programme will be more difficult to finance.

Annex I

TABLE, BY COUNTRY, SHOWING SUB-SECTORS IN WHICH RELIABLE DATA WAS OBTAINED

Legend

NP: the country concerned has no project in this sub-sector in the second phase programme.

A/B: A - represents the number of projects in the sub-sector on which reliable data was obtained.

B - represents the total number of projects in the sub-sector.

ROP - Roads and Road Transport
RAP - Railways
SHP - Shipping
HAP - Ports
AIP - Air Transport
INP - Inland water transport
MMP - Multimodal transport
TEP - Telecommunications
BRP - Broadcasting
POP - Postal Services.

Country	ROP	RAP	SHP	HAP	AIP	INP	MMP	TEP	BRP	POP
Algeria	0/1	1/1	1/1	NP	NP	NP	NP	0/2	NP	NP
Angola	0/5	0/2	NP	0/1	0/3	NP	NP	NP	NP	NP
Benin	6/6	1/1	1/1	NP	NP	NP	NP	NP	3/3	2/2
Botswana	NP	NP	NP	NP	NP	NP	NP	NP	3/3	2/2
Burundi	0/6	NP	NP	0/1	0/4	0/2	NP	0/8	0/2	0/3
Cameroon	0/13	0/1	NP	0/1	0/1	0/1	NP	0/7	0/8	0/5
Cape Verde	0/8	NP	0/1	0/3	0/2	NP	NP	0/1	0/5	NP
Central African Rep.	0/6	NP	NP	NP	0/1	0/2	NP	0/5	0/3	0/8
Chad	0/5	NP	0/1	0/1	NP	NP	NP	0/4	0/4	0/3
Comoros	0/1	NP	NP	0/2	0/6	NP	NP	0/3	0/2	0/5
Congo	0/3	1/1	NP	3/3	1/1	2/2	NP	4/6	1/1	0/7
Djibouti	4/4	NP	NP	2/2	2/5	NP	NP	3/3	1/1	1/1

Country	ROP	RAP	SHP	HAP	AIP	INP	MMP	TEP	BRP	POP
Egypt	NP	NP	NP	NP	0/2	NP	NP	1/1	1/2	1/1
Equatorial Guinea	0/8	NP	0/1	0/1	0/1	NP	NP	0/3	0/2	0/4
Ethiopia	9/10	NP	0/1	5/5	3/3	NP	NP	7/7	2/2	1/1
Gabon	4/4	2/2	NP	1/1	1/1	1/1	NP	3/3	0/1	2/2
Gambia	0 7	NP	NP	NP	0/1	0/1	0/4	0/4	2/3	3/3
Ghana	0/15	0/3	NP	0/4	3/3	NP	NP	0/5	3/3	1/1
Guinea	0/8	1 1	0/1	0/4	0/1	NP	NP	0/8	0/4	0/2
Guinea Bissau	3/3	NP	NP	0/1	NP	NP	1/1	NP	NP	3/4
Ivory Coast	1/6	2/2	NP	0/1	NP	NP	NP	NP	NP	0/3
Kenya	9/9	1/1	NP	NP	NP	NP	NP	1/1	4/4	0/2
Lesotho	3/3	NP	NP	NP	NP	NP	NP	NP	NP	NP
Liberia	0/7	NP	NP	0/2	0/1	NP	NP	0/4	0/1	0/1
Libya	NP	0/5	0/1	0/3	NP	NP	NP	NP	NP	NP
Madagascar	1/1	1/1	NP	2/2	0/4	NP	NP	NP	2/2	4/4
Malawi	0/2	0/1	NP	NP	0/3	0/3	1/1	6/6	0/1	2/2
Mali	11/11	5/5	NP	0 1	0/2	0/2	NP	NP	0/2	0/3
Mauritania	2/2	NP	NP	NP	3/3	NP	NP	0/1	6/6	NP
Mauritius	NP	NP	NP	NP	1/3	NP	NP	1/1	NP	1/1
Morocco	0/3	0/2	0/1	0/3	0/2	NP	NP	0/3	NP	0/2
Mozambique	0/1	NP	NP	0/2	NP	NP	NP	NP	NP	0/4
Niger	0/5	NP	1/1	1/1	0/3	1/3	NP	0/1	0/1	0/3
Nigeria	0/5	NP	0/2	0/1	NP	NP	NP	0/13	NP	0/4
Rwanda	0/6	NP	NP	0/1	0/2	0/2	0/1	0/6	0/8	0/5
Sao Tome	NP	NP	NP	NP	0/2	NP	NP	0/3	0/1	0/3
Senegal	3/3	1/1	NP	1/1	NP	NP	NP	1/7	NP	1/1
Seychelles	NP	NP	NP	NP	1/1	NP	NP	NP	NP	NP
Sierra Leone	2/2	NP	0/1	3/3	1/2	NP	NP	0/8	0/2	1/1
Somalia	0/4	NP	NP	0/2	NP	NP	NP	NP	0/1	NP
Sudan	0 12	0/8	NP	0/2	0/6	0/3	NP	0/7	NP	0/1
Swaziland	NP	3/3	NP	NP	1/1	NP	NP	5/5	NP	4/5
Tanzania	5/5	1/1	NP	1/1	NP	1/1	NP	0/4	0/5	0/1

Country	ROP	RAP	SHP	HAP	AIP	INP	MMP	TEP	BRP	POP
Togo	0/3	NP	NP	0/1	0/1	NP	NP	0/13	0/3	0/7
Tunisia	NP	NP	NP	NP	NP	NP	NP	NP	0/3	NP
Uganda	0/3	0/7	NP	NP	0/4	0/4	0/2	3/3	0/5	NP
Burkina Faso	0/6	0/1	NP	0/1	0 1	NP	0/2	0/6	0/4	0/3
Zaire	0/3	0/4	0/4	0/3	0/3	0/4	NP	0/4	0/2	0/7
Zambia	7/8	4/4	NP	NP	5/5	NP	NP	2/2	4/6	2/2
Zimbabwe	5/5	NP	NP	NP	NP	NP	NP	1/1	2/2	3/3
Regional and Subregional	0/10	3/26	1/21	0/9	0/10	0/14	0/4	2/47	0/12	3/15

TRANSPORT SECTOR

State of implementation of the programme at the national level - 1984

Roads and road transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Benin	6	3	0	89.40	99.07	—	8.57
Djibouti	4	0	0	41.65	41.65	0.09	0.65
Ethiopia	9	3	0	253.06	325.50	107.25	17.55
Gabon	4	1	0	225.45	223.60	3.20	—
Guinea Bissau	3	2	0	17.75	17.75	0.20	8.73
Ivory Coast	1	1	0	1.00	2.50	—	1.00
Kenya	9	6	0	180.16	378.51	89.60	63.01
Lesotho	2	0	0	101.50	6[illegible].00	—	1.50
Madagascar	1	0	0	1.00	0.30	—	0.16
Mali	11	1	1	58.15	48.79	—	6.45
Mauritania	2	0	1	4.00	4.00	—	1.00
Senegal	3	2	0	26.20	26.50	—	11.24
Sierra Leone	2	1	0	0.86	37.50	1.98	0.65
Tanzania	5	2	0	57.50	57.50	0.50	9.00
Zambia	7	2	0	190.00	148.80	—	41.40
Zimbabwe	5	3	0	24.72	57.90	14.35	7.60
TOTAL	74	27	[illegible]	1,272.40	1,531.87	217.17	178.51

a: Number of projects for which reliable data was obtained.

b: Number of projects being implemented.

c: Number of projects completed.

State of implementation of the programme at the national level - 1984

Railways and rail transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Algeria	1	1	0	600.00	390.00	—	3.00
Benin	1	0	0	7.50	7.50	—	—
Congo	1	1	0	120.60	120.60	8.53	8.00
Gabon	2	1	0	1,293.00	1,250.00	429.30	382.00
Guinea	1	0	0	105.00	105.00	—	—
Ivory Coast	1	0	0	33.00	29.81	—	17.88
Kenya	1	0	0	5.60	5.60	—	—
Madagascar	1	0	0	152.00	152.00	—	—
Mali	5	2	0	30.13	64.13	—	35.12
Senegal	1	0	0	25.00	22.50	—	—
Swaziland	3	1	0	17.80	17.80	—	0.55
Tanzania	1	1	0	13.00	13.00	1.00	—
Zambia	4	0	0	5.30	12.50	—	—
TOTAL	23	7	0	2,407.93	2,190.44	438.83	446.55

State of implementation of the programme at the national level - 1984

Maritime Transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Algeria	1	0	0	3.00	3.00	--	--
Benin	1	0	0	3 20	4.44	—	—
Niger	1	0	0	8.00	cancelled	—	—
TOTAL	3	0	0	14.20	7.44	—	—

State of implementation of the programme at the national level - 1984

Ports

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Congo	3	1	0	45.00	45.00	0.65	1.35
Djibouti	2	0	0	2.39	2.39	--	--
Ethiopia	5	0	0	124.20	124.20	0.60	--
Gabon	1	1	0	140.18	37.50	37.50	--
Madagascar	2	0	0	45.00	65.00	--	1.28
Niger	1	1	0	3.90	3.90	--	1.80
Senegal	1	1	0	25.00	27.60	9.40	18.20
Sierra Leone	3	0	0	3.10	3.10	--	--
TOTAL	18	4	0	388.77	308.69	48.15	22.63

State of implementation of the programme at the national level - 1984

Air transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Congo	1	1	0	59.42	59.42	13.10	—
Djibouti	2	1	0	4.70	4.40	—	2.90
Ethiopia	3	2	0	148.21	157.21	5.1	—
Gabon	1	0	0	4.00	4.00	—	—
Ghana	3	2	0	30.47	31.47	8.55	3.50
Mauritania	3	0	1	2.86	2.86	—	0.07
Mauritius (1 project cancelled)	3	1	0	1.86	12 35	—	12.00
Seychelles	1	1	0	5.80	5.30	1.30	—
Sierra Leone	1	0	0	8 31	8.31	—	—
Swaziland	1	1	0	30.00	38.00	3.00	4.20
Zambia	5	0	0	30.75	30.75	—	—
TOTAL	24	9	1	326.38	354.07	50.95	22.67

State of implementation of the programme at the national level - 1984

Inland water transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Congo	2	1	0	32.60	12.60	4.18	4.88
Gabon	1	1	0	12.00	14.50	14.50	—
Niger	1	0	0	7.07	7.07	—	—
Tanzania	1	1	0	9.00	9.00	2.50	—
TOTAL	5	3	0	60.67	43.17	21.18	4.88

State of implementation of the programme at the national level - 1984

Multimodal transport

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Guinea Bissau	1	0	1	0.12	0.12	—	0.12
Malawi	1	0	0	1.05	6.95	—	—
TOTAL	2	0	1	1.17	7.07	—	0.12

COMMUNICATIONS SECTOR

State of implementation of the programme at the national level - 1984

Telecommunications

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Congo	4	2	0	25.02	23.42	3.40	20.00
Djibouti	3	1	0	12.60	12.90	0.14	11.00
Egypt	1	1	0	20.00	30.00	--	30.00
Ethiopia	7	6	0	8.44	6.94	1.00	4.10
Gabon	3	0	0	43.10	42.60	--	--
Kenya	1	1	0	5.90	6.30	0.40	5.30
Malawi	6	2	0	59.61	59.61	--	17.50
Mauritius	1	0	0	0.80	0.80	--	--
Senegal	1	0	0	6.84	15.10	2.52	12.58
Swaziland	5	4	1	14.69	14.69	1.52	13.17
Uganda	3	1	1	17.94	8.80	--	4.80
Zambia	2	0	0	16.29	16.30	0.70	13.90
Zimbabwe	1	1	0	12.60	14.40	1.50	12.90
TOTAL	38	19	2	243.83	271.86	11.18	145.25

a: Number of projects for which reliable data was obtained.

b: Number of projects being implemented.

c: Number of projects completed.

State of implementation of the programme at the national level - 1984

Broadcasting

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Benin	3	1	0	21.20	21.20	—	0.60
Botswana	3	0	1	3.04	5.10	2.10	1.00
Congo	1	0	0	18.20	18.20	2.00	—
Djibouti	1	0	0	2.54	0.79	—	—
Ethiopia	2	0	1	6.00	6.60	1.00	—
Gambia	1	1	0	1.70	0.74	0.21	—
Ghana	3	0	0	20.58	21.07	0.07	—
Kenya	4	0	0	39.49	39.49	—	—
Madagascar	2	0	1	0.30	0.30	—	0.25
Mauritania	6	0	3	14.29	14.29	—	8.51
Zambia	4	4	0	22.55	6.05	1.64	4.41
Zimbabwe	2	1	0	2.50	2.25	0.02	0.23
TOTAL	33	7	6	152.39	136.08	6.99	15.00

State of implementation of the programme at the national level - 1984

Postal services

Cost in $ million

Country	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Benin	2	1	0	3.73	3.73	0.30	—
Botswana	2	0	0	0.40	0.40	—	—
Djibouti	1	0	1	0.37	0.71	0.565	0.147
Ethiopia	1	1	0	8.32	7.40	3.028	0.183
Gabon	1	0	0	30.00	34.00	—	—
Gambia	3	0	0	1.18	1.55	—	—
Ghana	1	0	0	22.00	22.00	1.30	—
Guinea Bissau	3	1	0	1.08	1.08	0.032	—
Madagascar	4	0	0	23.86	23.86	—	—
Malawi	2	0	0	3.50	3.50	0.70	—
Mauritius	1	0	0	0.93	0.06		-
Senegal	1	0	0	10.00	10.00	—	—
Sierra Leone	1	0	0	3.68	7.36	—	—
Swaziland	4	0	0	3.69	3.17	—	—
Zambia	2	1	0	1.60	2.60	0.60	—
Zimbabwe	3	0	0	13.70	13.70	—	—
TOTAL	33	4	1	129.04	135.12	6.53	0.33

SUMMARY TABLE

Cost in $ million

Sub-sectors	Number of projects a	b	c	Total cost	Revised total cost	Local financing available	External financing received
Transport							
ROP	74	27	2	1,[illegible]40	1,531.87	217.17	178.51
RAP	23	7	0	2,407.93	2,190.44	438.83	446.55
SHP	3	0	0	14.20	7.44	—	—
HAP	18	4	0	388.77	308.69	48.15	[illegible].63
AIP	14	9	1	316.38	354.07	50.95	22.67
INP	5	3	0	60.67	43.17	21.18	4.88
MMP	2	0	1	1.17	7.07	—	0.12
TOTAL TRANSPORT	149	50	4	4,471.52	4,442.75	776.28	675.36
Communications							
TEP	38	19	2	243.83	271.86	11.18	145.25
BRP	33	7	6	152.39	136.08	6.99	15.00
POP	32	4	1	129.04	135.12	6.53	0.33
TOTAL COMMUNICATIONS	104	30	9	525.26	543.06	4.70	160.58
TOTAL GENERAL	253	80	13	4,996.78	4,985.81	800.98	835.94

a: Number of projects for which reliable data was obtained.

b: Number of projects being implemented.

c: Number of projects completed.

CHAPTER III

IMPLEMENTATION OF REGIONAL, SUBREGIONAL AND INTER-STATE LINK PROJECTS

A. Transport

1. Inter-State link projects

48. Chapter 6 of the approved programme of the second phase of UNTACDA 1/ deals with inter-State link projects, which constitute the thrust of all efforts to physically integrate the African region. These projects are divided into three main categories: (a) transport corridors serving land-locked countries; (b) the Trans-African Highway system specifically designed to facilitate the inter-connection of all mainland African countries by a network of appropriately designed highways and feeder roads; and (c) inter-African air transport links similarly designed to lead to regular, frequent and reliable air connections among African countries. The rationale for the choice of the categories and of the specific projects contained therein is adequately explained in the second phase programme.

49. The following presentation does not include all the projects relating to the selected inter-State links. The majority of these are in fact included in the second phase programme under the section "Maintenance and Rehabilitation", which being a critical issue in Africa was appropriately accorded the highest priority. The projects considered hereafter therefore relate basically to construction of new roads, modernization, expansion and purchase of equipment, excluding training, technical assistance and rehabilitation projects. In view of the present policy followed by the major donors, by which their efforts are focused on training and maintenance of existing infrastructure, and although the present analysis is based on incomplete data and only on a single year into the second phase of the Decade, it seems that the projects in this section have received only very limited financing, in spite of their obvious importance.

50. Below is a detailed report on the status of inter-State links projects, at the end of 1984 (the first year of the second phase programme), based on information received from member States and analysed by ECA. 2/

(a) Transit transport corridors

51. Mombasa-Nairobi-Uganda-Rwanda-Burundi. Of the twelve projects in this corridor, information is available on only two. The economic studies on the Kisumu-Yala road (81 km) were completed by Kenya and the United Republic of Tanzania started studies on Lakes Victoria and Tanganyika which, among other things, will determine the need for

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1/ Document E/ECA/TCT/16, pages 63-78.

2/ For more details on the information received, see Chapter 2.

an additional ferry on Lake Victoria. Although not included in the projects for the second phase of the Decade, it should be mentioned that the studies for rehabilitation of the Kampala - Jinja (72 km) and Kampala - Masaka (65 km) roads were completed in 1984.

52. Dar-es-Salaam-Rwanda-Burundi: Of the ten projects relating to this corridor only one was in progress, i.e. the expansion of the Dar-es-Salaam port; There is no information on the nine other projects. Although not included in the projects for the second phase of the Decade, studies for rehabilitation of the Burundi section of the Rugombo - Bugourama road (50 km) have been completed.

53. Dar-es-Salaam-Zambia: There are 12 projects in this corridor. The project on the expansion of the Dar-es-Salaam port which is common to the two Tanzanian corridors is under way. No information is available on the other projects, Although not included in this programme, it seemed necessary to mention that the studies for rehabilitation of the Tanzania - Zambia highway were undertaken with financing from IDA.

54. Macala-Malawi-Zambia: Studies on the construction of container terminals at Blantyre, Lilongwe and Balaka have been completed; No information is available on the other five projects.

55. Beira-Zimbabwe-Zambia: Of the four projects in this corridor, one is in progress, i.e. the feasibility study on the Zxishavane-Chicualacuala road. There is no informa tion on the other projects.

56. Maputo-Swaziland: Of the 3 projects in this corridor, information has been received only on the projects relating to purchase of railway rolling stock by Swaziland; implementation of the projects has not yet started.

57. Lobito-Zaire-Zambia: Feasibility study on the Kaoma-Zambezi-Chavuma road was carried out in 1984 by Zambia. No information is available on the other three projects.

58. Pointe Noire-Central African Republic-Chad: The construction of the Owando-Bombassa road and secondary river ports in the Congo is under way. Studies on the port of Brazzaville have been completed and those on the Pointe Noire port also started. No information is available on the other six projects.

59. Douala-Central African Republic-Chad: No information is available on projects in this corridor.

60. Port Harcourt-Chad: No information is available on the two projects in this corridor.

61. Lagos-Niger-Chad: Of the eight projects in this corridor, information has been received on only one, the implementation of which has not yet started.

62. Cotonou-Niger: Feasibility studies on the extension of the Benin-Niger railway have been completed as well as engineering studies on the Dassa-Zoume-Parakou road. The preparatory activities started with the ADB on the study on the Cotonou-Godomey road and the construction of a third bridge at Cotonou were discontinued. The project relating to the purchase of a cargo boat was cancelled. No information is available on the other two projects.

63. Lome-Niger: The construction of a warehouse for Niger at Lome was completed in 1984. There is no information available on the other four projects.

64. Abidjan-Burkina Faso-Niger: The only information available concerns the two railway projects of the RAN (Regie Abidjan Niger) which will not be implemented during the Decade. No information is available on the other eight projects.

65. Abidjan-Mali: The Ivory Coast completed engineering studies on the Ferkessedougou-Ouangolodougou-Mali border and the Ouangolodougou-Burkina Faso border roads. Mali started studies on the Bamako-Bougouni, the Sikasso-Kolokou and the Bougouni - Manmanankoro Ivory Coast border. No information is available on the other three projects.

66. Dakar-Mali: The information available shows that Mali constructed the Kolokani-Bamako road, undertook a feasibility study on the transfer of the cargo station from Bamako to Korofina and obtained financing for a feasibility study of the Senegal border-Keneiba-Agbanakin-Bamako road. Two other studies were also underway: one on the Nioro du Sahel - Diema-Kolokani road and the other for the construction of a container terminal at Dakar. No information is available on the other six projects.

(b) Intra-African air transport links

67. There are three regional/subregional projects in the second phase programme in this mode of transport but there is no information available on them in 1984. Of the ten national projects, only the study of a new international airport at Nouakchott in Mauritania was completed in 1984, and no information is available on the others.

2. Projects of crucial importance for the development of transport in Africa

(a) Trans-African Highways

(i) The network

68. The proclamation of the UN Transport and Communications Decade, and particularly the programme of the second phase focus great attention on the importance of the development of Trans African Highways as an important pre-requisite for the development of the other sectors of the economy.

69. During 1984, efforts were made on development of the Trans-African Highways Programme, in terms of mobilization of resources, infrastructure improvement, institution building and strengthening and the promotion of maintenance performance and highway safety. Institution building, maintenance and road safety activities are described in some detail in chapter IV.

70. In 1962, only four years after it was formed, ECA formulated the Trans-African Highways programme under which a number of international all-weather highways were to be established. At present, the programme includes the Lagos-Mombasa Highway, linking East and West Africa; the Lagos-Nouakchott-Tangiers Highway, crossing the countries in West Africa; 3/ the Dakar-N'Djamena-Djibouti Highway, running from Dakar on the West coast across the Sahel to N'Djamena in Chad and on to Djibouti through the Sudan and Ethiopia, the Trans-Sahara Highway (Algiers-Lagos), linking

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3/ Plans are underway to extend this highway beyond Tangiers to Europe through the proposed permanent fixed link between Morocco and Spain across the Strait of Gibraltar.

Algeria and Nigeria across the Sahara; and the Cairo-Gaborone Highway, running from Egypt in the north to Botswana in the south. Furthermore, ECA is promoting the establishment of other highways which will complete the linking of all African subregions. The Trans African Highways network, with an extensive feeder roads system, is a most important challenge to African policy-makers in their effort to bring about the physical integration of Africa.

71. However, the physical progress in the construction of these highways since 1978 has not been substantial because most donors have been reluctant to finance construction of new roads, preferring the maintenance of existing ones. Indeed, road maintenance is a major critical problem which requires urgent and continuous action but new roads of modest standard are equally important if the continent is to be physically integrated.

72. The Trans-African Highways programme is hampered by physical and non-physical barriers. The main bottlenecks of the Lagos-Mombasa Trans-African Highway lies inside Zaire while the principal missing links in the Cairo Gaborone Trans-East African Highway are to be found in the Sudan, Ethiopia, Kenya and Tanzania. For the Tripoli-Windhoek Highway, the main substandard segments are in Chad, where construction is hampered by civil strife. The Trans-West African Highways Network, which has had a concerted programme of infrastructure improvement under the auspices of ECOWAS, thus emerges as the best subregional highway system in Africa.

(ii) The African Highway Master Plan

73. The logical culmination of all the subregional highway development efforts is the production of the African Highway Master Plan, which aims at providing the African countries with a co-ordinated and integrated highway plan as the basis for sound road transport development, thereby reconciling and harmonizing the road planning processes at the subregional level. In 1984, the Government of Italy agreed in principle to provide financial assistance for the study of the African Highway Master Plan, which will be carried in the 1985-1986 biennium.

(iii) Implementation of UNTACDA Trans African Highways projects in 1984

74. The second phase programme contains 82 projects dealing with improvement of the trunk and feeder roads to the various trans African highways estimated in total at $1,695.39 million.

75. Lagos-Mombasa Trans-African Highway: The Lagos Mombasa Trans-African Highways programme of the second phase UNTACDA consists of five highway and nine feeder roads projects. Available information indicates that during 1984 two feeder roads studies were commenced, namely the Lalara - Eboro section of the Libreville - Eboro road in Gabon and the Mutukula-Bukoba road in the Republic of Tanzania. Construction of the Kinkola - Loubomo Gabonese border (Congo) road was in progress.

76. The secretariat of the Lagos-Mombasa Trans African Highway Authority carried out an on-the-spot physical inspection of the Highway and its feeder roads to determine the precise current status of the system. Also, information pertaining to bitumen surfacing, rehabilitation and improvement, and their respective unit costs, as well as traffic volumes and characteristics were obtained in some member States. Of the 6,399 kms of the main highway and 13,100 km of feeder links, it was determined

that 2,935 km (46%) and 4,084 km (31.1%) were bitumen surfaced respectively; 1,971 kms (30.8%) of the main highway and 4,762 kms (36.4%) of the feeder links were gravel, while the remaining 1,475 kms (23.1%) of the main highway and 4,253 km (32.5%) of the feeder links are of earth road standard.

77. In the publication of 1984 on the current status of the highway, the Authority had indicated therein information on the amount of work required to complete the improvement of the Highway to all-weather standard, and its cost estimate.

78. Finally, the Authority in 1984 published and distributed a "road log" containing information on road-side development in the system, particularly information considered useful to road users, such as locations of lodging, fueling, vehicle maintenance facilities, as well as the surface condition of the Highway.

79. Cairo-Gaborone Trans-East African Highway: The second phase UNTACDA programme of this highway consists of 5 highways and 12 feeder roads projects. Available information indicates that during 1984 one highway study (strengthening of the Mojo - Awasa road - (Ethiopia) was completed and two other highway studies were started, namely: Azezo - Metema (Ethiopia) and Arusha - Dodoma - Iringa (Tanzania).

80. With respect to the feeder roads, construction works were started on Thika - Garissa - Libio and Garissa - Garsen - Malindi roads, both in Kenya.

81. The TEAHA also determined the terms of reference, and launched, in close co-operation with the ECA, a prefeasibility study of the Cairo-Gaborone Highway, funded by C.I.D.A. and undertaken by Delcanda International, in co-operation with the Working Groups of the Inter-State Facilitation Commission.

82. Lagos-Tangiers Trans-African Highway: There are 18 highways and 11 feeder roads projects in this trans-African highway in the second phase programme. The only available information indicates that during 1984, the following activities were carried out on six of the 18 highways: Gambia completed engineering studies of the River Gambia bridge barrage; surfacing of the Guigla - Toulepleu Liberia border road was completed by Ivory Coast; Guinea Bissau completed studies of the Sao Vincente-Sao Domingos - Mpak road; Senegal completed studies of the Ziguinchor - M'Pak-Guinea-Bissau border road; Sierra Leone started feasibility studies on the Regebre-Port Loko-Pamelap road; and the two bridges on Mono and Sazue rivers were under construction. No information is available on the other projects.

83. With respect to the feeder roads, Mauritania completed studies on the Nouakchott - Nouadhibou road; Guinea Bissau started construction of the Xitoli - Maputa - Contabone - Quebo road; Sierra Leone started studies on the Waterloo - Masaika road and Ghana began preparatory activities on the rehabilitation of the Accra - Yamoransa road.

84. Dakar - Djibouti Trans-African Highway: There are four highways and six feeder roads projects on this highway. During 1984, Senegal completed studies on the Tambacounda - Mali border road and Mali undertook preparatory activities for the study on the Boungouni - Yanfolila - Guinea border feeder road. No information is available on the other projects.

85. Tripoli - Windhoek Trans-Central African Highway: There are only two highways projects and four feeder road projects on this route. During 1984, Congo started the engineering studies on the Ketta - Cameroon border feeder road. No information is available on the other project.

86. Trans-Saharan Highway: Of the three highway projects on this Trans-African Highway, Mali completed the engineering studies on the Gao - Kidal - Bouressa road. There are no feeder roads in this highway, and no information is available on the other projects.

87. Rabat-Cairo Trans North African Highway: No information is available on the only highway project in this highway.

(b) Maritime Transport Projects

88. In the sub-sector of maritime transport, no single project can be described as being "of crucial importance for the development of transport in Africa"; However, the projects listed below, collectively, are of such importance:

1. SHP-60-016 - Study on the rationalization of the ocean-going shipping in West Africa;
2. SHP-60-005 - Subregional maritime transport development - East Africa;
3. SHP-60-020 - Feasibility study on establishment on bulk cargo shipping companies;
4. SHP-60-019 - Feasibility study on the establishment of a multinational shipping line for West and Central African States;
5. SHP-23 - First phase of the project "Harmonization and modernization of maritime legislation in Africa";
6. HAP-60-008 - Study on the establishment of container and Ro/Ro terminals in West/Central Africa;
7. HAP-60-007 - Study on the harmonization of signalling facilities in East/Southern Africa;
8. HAP-60-001 - Study on the planning and development of North African ports;
9. SHP-60-001 - Abidjan Regional Maritime Academy;
10. SHP-60-00 - Accra Regional Maritime Academy.

They aim at removing the obstacles to the efficient development of maritime transport in Africa which can be described as: insufficient and obsolete merchant fleets, lack of trained personnel which leads to inefficient management, absence of appropriate legislation for protecting the interests of national maritime transport, inefficient port operations and lack of co-operation in the field of maritime transport.

89. In the absence of solutions to these problems, the negative consequences for African maritime transport are low competitiveness of national fleets, low competitiveness of African maritime trade as a whole as a result of high freight rates, a small share of the international sea-borne trade for African fleets, and frequent congestion in African ports resulting in long delays in the shipment of cargo.

90. Some activities were undertaken in respect of the ten projects above, details of which are given elsewhere in this chapter and in chapter IV.

(c) Optimal development of air transport

91. The projects carried out by ECA, the Organization of African Unity (OAU), African intergovernmental organizations and the specialized agencies of the United Nations during the period under review, within the scope of the United Nations Transport and Communications Decade for Africa, centred on the optimum development of air services and on freedoms of the air.

92. The study on optimum development of air services in Africa was included in the first phase programme as a regional air transport project. It was partly financed by the Ministry of Co-operation and Development of France which provided $250,000 out of its total 1980 estimated cost of $0.5 million. This amount was used to finance the first phase of the study which was carried out by the "Institut du transport aérien" (ITA) on behalf of the African Civil Aviation Commission (AFCAC), the project management authority, and ECA.

93. The objective of the study was to promote optimum development of international air services in Africa, in all its aspects especially with regard to networks structure, flight frequency, co-ordination of time tables, co-operation agreements and establishment of intra-African air freight services (possibility of establishing distribution centres and free zones).

94. This first phase of the study involved an analysis of the air transport situation in Africa both from the point of view of exchange of traffic rights and the quality of services taking into account the current nature of the network and the prospects for its adaptation to the requirements for the development of intra-African links.

95. The analysis of the quality of air services in Africa revealed the following obstacles to the improvement of links:

- excessively high air fares compared to the standard of living of Africans;
- insufficient offer of third, fourth and fifth freedom rights;
- difficulties in converting and transferring earnings.

96. In order to consolidate the access and liaison networks connecting the various African capitals and to improve the sub-networks and services which depend on a global network plan, the study proposed a model which defined links which can be established in the future and those which can be profitably exploited even now. The study also made a number of recommendations on a certain service to and from the continent with a view to better co-ordination of intra African services from gateways.

97. The principal and secondary gateways could be established as follows:

Principal gateways:

- Casablanca and Cairo in North Africa;
- Dakar, Abidjan and Lagos in West Africa;

- Douala, Kinshasa or Brazzaville in Central Africa;
- Nairobi, Harare and Mauritius in East Africa.

Secondary gateways:

- Algiers in North Africa;
- Niamey in West Africa;
- Kigali in Central Africa; this gateway is, however, oriented towards the eastern subregion;
- Addis Ababa and Antananarivo in East Africa.

98. Short, medium and long-term suggestions and solutions were made. Actions to be taken in the short and medium-terms were directed at airlines, the States and international and intergovernmental organizations while the long term activities were aimed at the establishment of a PAN-AFRICAN airline to be responsible for the implementation of the AFRAA grid system designed to improve daily links between the various African capitals and service to other continents.

99. The study suggested the following possible solutions to air transport problems:

- establishment of a partially joint airline, that is, with limited participation for partners and organized on convenient terms;
- adoption of a multilateral agreement involving as many parties as possible and covering all aspects of international operation of which the two major factors are the granting of routes and the exercise of commercial rights;
- harmonization of bilateral arrangements through a generalized application of standard agreements.

100. These three solutions will be examined in detail during the second phase of the study and when implementing the conclusions of the Conference on freedoms of the air.

101. With regard to air transport policy, the study concluded that:

- it is not the lack of bilateral agreements which hinder the development of air services in Africa, but particularly the manner in which the agreements are applied;
- it is necessary for the development of air services that carriers benefit fully from the traffic rights on intermediary sections of their main routes each time the third and fourth freedom traffic is not quite developed. In such case, they should then resort to the fifth freedom;
- when it comes to granting fifth freedom rights, states should endeavour to look beyond their own ardent desire to protect their national airlines and view the issue in a wider perspective.

102. At this stage the reasoning should be along the following lines:

- consider the overall benefit that would be derived from service to land-locked countries;

- assess, on the basis of necessary reciprocity, the advantages that their national airlines could gain from other sectors;
- assess the financial implications of commercialization of the granting of fifth freedom rights.

103. At the end of 1984, ICAO completed a study of African international air passenger and freight transport. This study showed that air transport in Africa underwent rapid development and change during the past ten years and that substantial investments were made in airports, aircrafts and air navigation facilities. However, despite these developments the financial results of air transport operations had not been satisfactory. Some of the factors accounting for this unsatisfactory condition were external to aviation, such as general economic activity, international trade, tourism and exchange rates. Others were internal or industry factors and included aircraft productivity, airline efficiency and marketing policies. The latter affected the demand for air transport through the price, quality and quantity of the air services provided. It was expected that average fares and rates in real terms for the airlines of Africa would decline by 1 per cent a year over the period 1982 to 1992, that there would be only moderate rises in the price of oil and that the development of tourist infrastructure and aviation services would continue though at a lower rate than in the past decade.

104. Among its findings the study indicated that a fundamental requirement for sustained growth was that the necessary capital for modernization and expansion of facilities and equipment should be made available. In view of the delicate financial situation of many states and most of the air carriers the study concluded that a high priority would need to be given to improved operational efficiency within all sectors of the air transport system in order that capital for further development might be generated internally and also be made readily available from external sources.

105. The study suggested a number of measures that could usefully be considered on national, subregional or regional basis, to enhance the contribution of air transport to general economic development making use of relevant studies and data available within ICAO, AFCAC and AFRAA.

106. The analysis of the air transport situation, as part of the activities of the United Nations Transport and Communications Decade, had shown that air transport in Africa was characterized by insufficient, indeed total lack of appropriate air links between the States.

107. This situation was partly due to the lack of cohesion of the African network whose development had been subjected to the protectionist policies of States, which left no room for economic co-operation. This attitude was reflected in their reluctance to grant other States purely commercial traffic rights such as the fifth freedom rights. The countries concerned had the tendency to protect what little traffic was available for the benefit of their national airlines and to intensify their operations on the more profitable links with larger volume of traffic to the detriment of new transversal air links. The problem of operating and granting traffic rights was identified as one of the root causes of the poor intra-African connexion, since the inter-State relations with respect to international air transport, are largely based on a legal framework established in Chicago in 1944 and which comprises what was agreed to be called the five freedoms of the air.

108. A more detailed analysis of this problem of traffic rights had revealed that:

- exchange of the first two rights namely, the right to fly over the territory of another State (1st freedom) and the right to land for technical reasons (2nd freedom) did not pose much problem;
- due to the numerous possibilities of combination, the countries exchanged third and fourth freedom rights which involve allowing a carrier from country A to drop passengers in country B and vice-versa;
- in most cases, there were restrictions on the exchange of fifth freedom which involves allowing a designated airline from a third country to take part in operations between countries A and B.

109. At their first meeting in 1979 held in Addis Ababa, the African Ministers of Transport, Communications and Planning, having noted the above-mentioned problems and considering the need to provide more rapid and more direct air services between the African cities, adopted resolution ECA/UNTACDA/Res.79/6 requesting African countries to facilitate the granting of traffic rights, particularly fifth freedom rights in Africa to airlines of all member States. This resolution was in line with the objectives defined in the global strategy of the Decade, namely the elimination of physical and non-physical barriers so as to promote the movement of people and goods.

110. The second Conference of African Ministers of Transport, Communications and Planning having noted the slow progress made by the States in granting traffic rights, recommended that its resolution ECA/UNTACDA/Res.79/6 be transmitted to the Assembly of heads of State and Government of the OAU which subsequently adopted it in its resolution CM/Res.890 (XXXVII).

111. It was observed at the third Conference of African Ministers of Transport, Communications and Planning, that member States had hardly made any progress at all in spite of the adoption of the resolutions mentioned earlier. The Conference, therefore, requested the Executive Secretary of the ECA and the Secretary-General of the OAU in co-operation with the African Civil Aviation Commission (AFCAC) and the African Airlines Association (AFRAA) to convene a Conference of African Governments and airlines to define ways and means of implementing the resolutions on freedoms of the air (Res. ECA/UNTACDA/Res.83/84).

112. The said conference was organized in Swaziland in November 1984 with funds allocated by the UN General Assembly. At the end of its deliberations the conference adopted the Mbabane declaration which requested that a technical committee be established to follow up implementation of the adopted resolutions. The terms of reference of the technical committee were, among other things, to define a common African stand on free exchange of the first and second freedoms of air, to exhort African Air Transport Authorities to exchange fourth and fifth freedoms and to encourage the exchange of the fifth freedom on equal basis through the various co-operation and financial compensation arrangements. The committee was further requested to study and to inventory all existing and/or potential main routes necessary for the economic development and physical integration of Africa. In this connexion, the technical committee will inform the African Ministers and the Heads of State and Government of national policies which hinder the development of air services, by refusing to grant other partners third fourth and fifth freedom rights. It will then fall upon the States to take the appropriate measures.

113. In another instance, the Conference, having observed that the increasing establishment of African airlines was not conducive to the exchange of fifth freedoms rights and consequently to the development of air services, requested that the technical committee take action to promote multi-national airlines or joint operations at a subregional level.

(d) Manpower development for transport and regional training centres in Africa

(i) Seminars and other training activities

114. The effective development of transport and communications in Africa cannot be achieved without the development of skills and knowledge of staff at all levels in the transport sector. In 1984, ECA in collaboration with various governments, intergovernmental organizations, and United Nations agencies undertook the following activities in the development of transport manpower:

a. Study on manpower and training needs in transport in Africa

115. Under the terms of para. 9 of the General Assembly resolution 38/150, ECA was requested to carry out a study on manpower and training needs of all African countries in all modes of transport. The survey is divided into two parts. The first part concentrates on general and multimodal transport. The second part of the study is to cover individual transport modes. Implementation of the study started in 1984 and is to be completed in 1985.

116. The objective of the study is to assess the manpower situation and determine training requirements in all modes of transport and to prepare a technical publication for member States, in which strategies and recommendations for the development of manpower and training in transport is spelled out. The survey is also to identify the bottlenecks in existing transport training institutions and recommend appropriate actions to be taken in solving them.

b. Survey of traning needs of the ports of Eastern and Southern Africa

117. At the request of the Port Management Association of Eastern and Southern Africa (PMAESA), ECA jointly with the Association conducted a survey of training needs of the ports in the subregion and prepared a report which was presented to the annual meeting of PMAESA in November 1984.

c. ECA/ENPC seminar on transport statistics (Addis Ababa, Ethiopia, 11-22 June 1984)

118. The two week seminar was organized and conducted by ECA in consultation with Ecole nationale des ponts et chaussees (ENPC), through support of the Government of France. The seminar was attended by 22 participants from 18 African countries. Its aim was to assist African countries to develop satisfactory transport statistics for the purposes of planning for economic development and also to examine and assess the adequacy and efficiency at which transport statisticsare used as a planning and management tool for the development of transport at national, subregional, and regional levels in Africa.

d. Seminar on port operations (Leningrad, USSR, 30 July to 12 August 1984)

119. The seminar was organized and conducted by ECA in collaboration with the USSR Government and in association with UNCTAD and financial support from UNDP. The objective of the seminar was to assist African countries to enhance their capacity to more effective management and operations of their ports, especially the improvement of the professional and managerial competence and skills of senior and middle management personnel responsible for port management and operations in Africa. The seminar was attended by 41 participants representing 27 African countries.

e. UAR Conference of Railway Training Officers

120. A conference for Railway Training Officers was held in Nairobi (Kenya) in June 1984. This conference discussed a number of issues and brought about a number of recommendations in connexion with Railway Training policy.

f. UNIDO/British Rail/UAR Course on Maintenance of Railway Equipment

121. From 26 March to 8th June 1984, a training course on "Maintenance and Repairs of Railway Equipment" was organized by UNIDO and UAR and financed by Great Britain.

The course was attended by ten English speaking railway members.

g. UAR Executive Development Programme

122. This course which covered modern management practices in Railways took place in the Railway Staff College, BARODA (India) from October to December 1984. It was financed by the Government of India and RITES of India, while countries were to bear only the cost of one way ticket to India. The course was attended by 10 member railways.

h. Training of Railways' Documentalists

123. In June 1984, the UAR held meetings with Union international de chemin de fers (UIC) in connexion with the training of African Railways' documentalists. It was agreed that:

- UIC will participate in the running of a training seminar to be organized by UAR in the field of documentation;
- UIC agreed to receive for training in its documentation centre for a period of one month, two trainees from two UAR member railways at a time.

i. UAR Third Symposium

124. The Third UAR Symposium on the theme of Industrial Development and Manufacture of Railway Equipment in Africa was organized in Libreville (Gabon) from 22nd to 24th October 1984. It was attended by 24 African states and 50 international organizations and manufacturers representatives. The symposium discussed a number of issues in connexion with the development of railway industry and produced some recommendations to that effect.

j. Seminar on Transportation Projects Planning and Evaluation

125. The six-weeks seminar was organized by the Eastern and Southern African Management Institute (ESAMI), based in Arusha, Tanzania. It was held in Arusha from September to October 1984. ECA assisted in conducting the seminar by delivering lectures on selected topics. The seminar was attended by 16 participants from four countries of the Eastern and Southern African subregion.

k. IMO/SIDA/PMAESA Seminar on Ports and Marine Pollution

126. The seminar was conducted by IMO in collaboration with PMAESA with support from SIDA and was held in Port Louis, Mauritius, in November 1984.

l. 3rd African Ports Symposium

127. Preparatory work for the seminar was completed in 1984 and the seminar will be conducted in January 1985 by IMO and PMAWCA with financial support from the French Government. It is scheduled to be held in Abidjan, Ivory Coast.

m. Seminar on the IMO Convention on Port Documentation and Facilitation (FAL)

128. The seminar was organized by IMO and conducted in collaboration with the PMAWCA in Dakar, Senegal, in December 1984.

n. Seminar on Maritime Labour Standards for West and Central Africa

129. Preparatory work for the seminar started in 1984 and is still in progress. ILO is the lead agency for the seminar which is to be conducted jointly by MINCOMAR, ECA and the Norwegian government. The seminar is to be conducted in Brazzaville, Congo, in October 1985.

o. Other training activities

130. ILO was involved in training activities covering vocational training and management in the various transport modes with special emphasis on maintenance and rehabilitation of transport infrastructure and equipment in collaboration with various transport training institutions in 14 African countries.

131. SATCC has prepared the terms of reference for a road traffic and transport training study which is awaiting financing, and has also an on-going training project on railways and ports.

132. ASECNA has conducted training for air transport technicians and engineers in their four schools. They trained not only students from ASECNA member States, but also from other countries such as Burundi, Cape Verde, Comoros, Rwanda and Seychelles.

133. ECA started preparations in 1984 for a seminar in inland water transport. The seminar is to be conducted in Poland in the second half of 1985 and consultations are going on with UNDP as to its financing.

134. UNCTAD prepared and produced training materials for a practical training course on the role and competence of forwarding agents in land-locked countries and on regulations on international transit transport.

135. All the seminars conducted in 1984, were evaluated by the participants, and representatives of the governments and international organizations involved in seminar preparation and/or delivery. Results of evaluations showed that the seminars were successful and should be repeated periodically.

(ii) Development of training centres and training programmes

a. Air transport

136. In 1984, a meeting of the co-ordinating committee composed of OAU as chairman, ECA, AFCAC, UNDP and ICAO was held to review the implementation of activities relating to the development of multinational air transport training centres in Africa. The activities of the committee concentrated on fund-raising for the Addis Ababa and Mvengue centres and on ratification of conventions on a multinational status for these centres.

137. Construction of buildings at Mvengue Centre continued in 1984 and is to be completed in 1985. The contribution from UNDP towards the school has so far been $6.8 million and that from the Gabonese Government has been $27 million. Measures were taken for the selection of instructors in 1984 and the centre is expected to be opened by the end of 1985.

138. The multinational training centre in Addis Ababa for pilots and aircraft technicians and the regional civil aviation training centre in Nairobi which provides training mainly for air traffic controllers and communications personnel benefitted from funds provided by UNDP.

139. AFCAC laid down a programme for the training of pilots with a view to the standardization of the content of the training programme and its duration. The programme was developed in collaboration with the African Airlines Association (AFRAA) and ICAO and a second programme for the training of aircraft technicians was similarly developed.

140. AFCAC has also been concerned with the problems of harmonization of licensing procedures for technical personnel (pilots and aircraft technicians). These problems will be solved through the development of programmes by AFCAC and AFRAA to be implemented at the civil aviation training schools in Africa specializing in the training of pilots and aircraft maintenance technicians. This will assist in the issuance and renewal of licenses and facilitate the exchange of personnel among African airlines.

b. Railways

141. Wardan Centre (Egypt): The centre is already in existence catering for the training requirements of the Egyptian Railways staff and of some neighbouring countries. To accommodate the training requirements of the subregion, an investment of $1 million is to be sought. Some efforts are being made to secure this amount but up to now, the efforts have not yet materialized.

142. ARTI - Brazaville (Congo): During the course of 1984, a number of meetings were held between UAR, the railways concerned, the Congolese Government, the French Government and ADB. The outcomes of the meetings revised the cost of the project to F CFA 13.7 million. ADB suggested that the project should include a bureau charged with the execution of the project, to be funded by ADB for an estimated amount of 200 million F CFA. It was agreed that the financing plan, taking into account price variations and physical contingencies should be as follows:

ADB	-	$ 19.5 million
French Government	-	$ 5.0 "
Congo and other states	-	$ 1.75 "
		$ 26.25 million

In August 1984, the foundation stone of the Institute was laid by the President of Congo and it is hoped that the opening of the school will be in October 1985 as scheduled.

143. Kabwe Centre (Zambia): The phase I study to determine training needs of the Eastern and Southern African subregion which was undertaken by UAR and ECA has been completed. Terms of reference for a phase II study to determine the size and construction of the centre have been drawn up. Due to lack of financing the study was delayed and at the moment, UAR is seeking finance for this study from RITES of India, the Danish Government and the Canadian Government.

144. Zaria Centre (Nigeria): The centre was established under the name of "Nigerian Institute of Transport Technology". The first intake of trainees commenced in August. The first course was run for Nigerian Railway officers. The idea is to gain experience and lay down appropriate standards to make it possible to offer places in the programme to participants from other railway systems to West Africa as envisaged in the UAR's plan.

c. Road transport

145. ECOWAS was in 1984 mandated to identify two subregional road maintenance training centres, one each, for the English and French speaking groups of countries in the subregion. The training centre in Lome, Togo, which had been established for the "Conseil de l'entente" was, therefore, recognized to serve as a centre for French-speaking countries and thus be available for countries that are not members of the "Conseil de l'entente". ECOWAS mandated Nigeria to designate one of its institutes as the ECOWAS highway maintenance institute for use by the five English-speaking countries in the subregion.

d. Maritime transport and ports

146. Activities for the development of training centres in Africa, in 1984, covered the following broad areas:

- the establishment of a subregional maritime training centre in Tunis, by IMO, in collaboration with the Union of Arab Sea Ports, the Federation of Arab Shipping, the Union of Arab Sea Ports and NAPMA;

- the provision of technical assistance to Accra Regional Maritime Training Academy with support from MINCOMAR, IMO, UNDP and the Governments of Norway and Egypt;
- the provision of technical assistance to the Abidjan Regional Academy of Sciences and Techniques of the Sea, with support from IMO, UNDP, UNCTAD, MINCOMAR, EDF, and Japan. This support includes fellowships, lecturers and equipment;
- the establishment of a ports training centre in Maputo, Mozambique, as part of UNCTAD's Special Programme to assist land-locked and transit countries in the southern region. Several courses have already been mounted and regularly delivered since the beginning of 1984.

147. It should be also noted that several regional Trainmar Centres established under the auspices of UNCTAD became fully operational in 1984; they were the one in Abidjan for West Africa, Mombasa for East Africa, and the one in Tunis for northern Africa.

General remarks

148. UDEAC has emphasized that there is a need to establish "Ecole Superieure des Transports en UDEAC" (UDEAC Institution for Higher Learning in Transport) for all transport modes to supplement transport management training activities of the existing centres. This institution will cater for maritime transport as well.

B. Communication

1. The PANAFTEL network

(a) General

149. Phase II of the UNTACDA programme contains 100 projects which can be considered as forming essential elements of the PANAFTEL network. Some of these projects are listed under national code numbers while the remaining ones are included under the specific PANAFTEL code numbers (TEP-60-001 and TEP-60-002). In the tables in Annex V, a further suffix is added after the PANAFTEL code for ease of identification.

150. The projects themselves consist of studies, surveys and implementation of international telephone exchanges, international telex exchanges, terrestrial transmission systems and satellite communications earth station.

151. The current status of the Phase II projects is presented below in four categories as follows:

Category I: Projects completed during 1984 (10%)

Category II: Projects started or in progress (40%)

Category III: Projects on which action has been initiated (44%)

Category IV: Projects on which no action has been initiated (6%)

152. The achievements reported are due to the considerable efforts made by the countries concerned with the active assistance and support of the various regional and subregional bodies such as PATU, UAPT, ECOWAS, SATCC, UDEAC, KBO, CEPGL, etc. and international organizations such as ECA, ITU, UNDP, etc.

153. Category I: Ten projects or 10 per cent, were completed at an estimated cost of about $50 million. These projects are listed in Table 1.

154. Category II: In this category, which covers projects for which financing is available, procurement procedures started or construction commenced, 40 PANAFTEL-related projects are included and are listed in Table 2. The estimated value of these projects, many of which will be completed in 1985-86, is approximately US$400M.

155. Category III: This category covers 44 projects for which, in some cases, sources of financing have been identified but final agreement not yet reached. Other projects in this category remain, so far, without an identified source of finance.

156. The value of these projects, which are listed in Table 3, amounts to an estimated US$150M.

157. Category IV: The final category includes six projects, one which has been withdrawn in favour of an alternative project and the remainder for which no action is reported. Their estimated value is approximately US$8M and they are listed in Table 4.

158. Summary: It is seen that 50% of the 100 PANAFTEL-related projects in UNTACDA Phase II have made significant progress, 10% having been completed during 1984.

159. Financing, in the order of US$160M, has however still to be found for the remaining 50% of these projects. This represents about 26% of the original estimated cost of the 100 projects listed above.

(b) PANAFTEL maintenance activities

160. ITU/UNDP project RAF/80/018 PANAFTEL maintenance project activities during 1984 also covered TEP-60-008 and TEP-60-012 of Phase II. Assistance has been given to several countries in the implementation of national plan for the improvement of their maintenance (NPIM). This has been provided during missions, seminars and subregional PANAFTEL co-ordination meetings.

TEP-60-008: Direct assistance to countries for the introduction of maintenance procedures

- ITU missions to Benin, Congo, Ivory Coast, Mauritania, Rwanda, Zambia and Zimbabwe to assist in the preparation of National Plans for Improved Maintenance (NPIM) including maintenance procedures.

TEP-60-012: Operation and maintenance: Basic studies and courses for seminar staff

- Seminar on maintenance organized by UDEAC with the assistance of ITU, Bangui, 2-7 April 1984, attracting 35 participants, from 8 countries;

- Seminar on maintenance of local networks, Dakar, 1-13 October 1984 at which 33 participants from 17 Francophone countries assisted;
- Seminar on maintenance of local networks, Harare, 3-14 December 1984 at which 21 participants from 12 Anglophone countries participated.

2. Regional African Satellite Communications System

161. Three meetings of the Inter-Agency Co-ordinating Committee on the Regional African Satellite Communication System were convened in 1984 in order to finalize the terms of reference and assign to member organizations of the committee clear and identified tasks for implementing the feasibility study.

162. Following a decision of the Fourth Conference of Ministers of Transport, Communications and Planning, an extraordinary meeting of Experts of Transport, Communications and Planning was convened at Addis Ababa from 21 to 24 March 1984 to review the activity report of the IACC on the preparatory work for the feasibility study and direct further course of action.

163. After carefully reviewing the report and discussing the crucial organizational issues, the Meeting of Experts came to the conclusion that the IACC should be allowed more time to continue its work and subsequently report the results to member States.

164. Observing the difficulties encountered by IACC in assigning tasks, and the urgency to take a decision on the feasibility study soon, the meeting of Experts also agreed to request the Chairman of the Fourth Conference of Ministers of Transport, Communications and Planning, to convene an extraordinary meeting of African Ministers of Telecommunications to take a final decision.

165. In view of the complex technical nature and the far-reaching economic consequence of the satellite project, the committee considered it highly desirable to closely associate from the beginning, Ministers of Telecommunications of member countries with the feasibility study as an essential part of the decision-making process.

166. The achievements of the IACC could be summarized as follows:

- finalization and adoption of the terms of reference for the feasibility study;
- establishment of an organization structure for conducting the feasibility study and creation of two sub-committees: one on resource mobilization and the other, a technical sub-committee for the implementation of the feasibility study.

As an initial step towards mobilizing funds for the feasibility study, the IACC requested ITU in close consultation with the Chairman of the IACC to convene a meeting with potential donors at ITU headquarters in Geneva, early 1985.

3. Data on conditions of frequency propagation in Africa

167. Specific resolutions and recommendations of world, regional (Europe-Africa-Asia) and African Administrative Conferences in broadcasting and telecommunications

have in recent years repeatedly emphasized the need to undertake regional studies on propagation of MF, HF, VHF and 12 GHz frequency bands in Africa.

168. Knowledge of propagation conditions is essential in planning broadcasting and telecommunications services. Such data are required in particular to find least cost solutions for broadcasting development projects.

169. Since propagation data are not available for the African region the transmitter network is being developed in an uneconomic way, e.g. transmitters are rated for excess power to cater for possible bad propagation conditions.

170. Africa had been concerned about the lack of propagation data before the launching of the Decade. This concern was catered for under Project BRP-60-006, which, to date, has not attracted funding. Research centres in Europe have offered some equipment on loan but no operational funds are available to start a measurement campaign. In view of the interdependent interests between developing countries and developed countries as reflected in various resolutions of the ITU radio planning conferences, it is hoped that this important regional project will soon receive the attention it deserves.

4. Communications manpower development and regional training centres in Africa

171. Preparatory activities for a manpower and training survey in communications, i.e. telecommunications, broadcasting and postal services were started in 1984 with funds provided by the General Assembly of the United Nations. The objective of the survey is to determine the medium- and long-term requirements of specific categories of manpower at all levels needed for the self-reliant development and efficient operations of communication services in Africa. The survey is being undertaken by ECA. ECA also undertook direct training activities in 1984. For instance, it organized, in co-operation with the Ministry of Posts and Telecommunications of the Federal Republic of Germany, a seminar on the planning of rural telecommunications networks. The seminar was held in Addis Ababa from 17 to 22 September 1984. Its objectives were to provide an opportunity for upgrading the professional competence of senior African officials concerned with the planning of telecommunications services in their respective countries and to provide a forum for exchange of know-how and experience between African and European planners.

172. Another survey to identify training needs of African telecommunications was conducted by PATU at African telecommunications administrations. The survey related to management maintenance and auxiliary services (transport, energy, etc.).

173. On the basis of the information gathered a regional training project is currently being prepared jointly by PATU, ITU and ILO.

174. With respect to the postal services sector, implementation of three regional training projects was started in 1984. They are:

POP-60-002: Establishment of a multinational postal school at Brazzaville. This project aims to construct new buildings and provide equipment for the multinational school. It is a continuation of a preliminary phase of the project which was entirely financed by the Government of Congo and which consisted of starting the courses in temporary buildings. A UNDP contribution estimated at $374,000, of which

$130,000 was for 1984, provided experts and audio-visual aids. Funds for the construction of the buildings and the purchase of the rest of the equipment estimated at $3.5 million, have not yet been obtained.

POP-60-016: Preparation of modular courses for national and multinational schools. The implementation of this project which relates to postal training in all African countries called for a preliminary study on the preparation of a programme and time-table for carrying out field activities as well as a financing programme. This study which was carried out by the UPU, with funds provided by UNESCO, made it possible to prepare a preliminary draft document for the purpose of obtaining partial financing of US$100,000 under the IPCD 4/ of UNESCO.

POP-32-003: Establishment of a multinational postal training school at Beira (Mozambique). This project relates to the construction of buildings and the purchase of equipment for use at the regional postal training centre for the five African Portuguese-speaking countries (Mozambique, Angola, Cape Verde, Guinea Bissau, Sao Tomé and Principé). The study on training needs for the establishment of the school, carried out by the UPU can be considered as a feasibility study. UPU intends to submit the project to UNDP for financing or to other funding sources so that training activities could start in temporary premises.

4/ International Programme for Communications Development.

ANNEX V

Table of projects completed during 1984

Legend:

( ): estimated

n.a.: cost not available

Ref.	Code	Country	Project description	Cost (US$ M)
	Transmission			
1	TEP-16-003	Gabon	Network extension, provision of southern axis	16.00
2	TEP-46-003	Uganda	Completion of Kampala-Masaka-Mbarara	4.80
3	TEP-60-001-6	Guinea	Singuiri-Kankan (ECOWAS phase I)	(0.75)
4	TEP-60-001-10	Kenya	Kenya sector of Kenya-Sudan link	(1.50)
5	TEP-60-001-29	Zimbabwe/ Botswana	Bulawayo - Francistown link (SATCC)	1.14
6	TEP-60-001-30	Zimbabwe/ Zambia	Bulawayo - Livingstone link (SATCC)	5.70
7	TEP-60-002-31	Somalia	Survey of Mogadishu-Hargheisa (AFESD)	0.04
	Switching			
8	TEP-11-001	Congo	International telephone exchange	12.00
9	TEP-11-009	Congo	International telex exchange	3.18
10	TEP-44-011	Togo	International transit centre (telephone)	2.00
	Estimated cost		Total	47.11

ANNEX VI

Table of projects started or in progress in 1984

Legend:

( ): estimated

n.a.: cost not available

Ref.	Code	Country	Project description	Cost (US$M)
1	TEP-08-001	Central Africa Republic	Rehabilitation of Bangui-Cameroon and Bangui-M'baiki links (ADB)	0.600
2	TEP-08-002	Central Africa Republic	Bangui-Impfondo (Congo) troposcatter link (BDEAC)	(1.500)
3	TEP-13-001	Egypt	Aswan-Wadi Halfa link (Continuation of Cairo-Aswan route for which contract awarded)	(20.00)
4	TEP-15-006	Ethiopia	Assab-Djibouti up-graded link (IBRD) scheduled for completion 12.85	0.960
5	TEP-16-001	Gabon	Extension of telecoms. network. Installation of N.E. axis	(15.00)
6	TEP-17-002	The Gambia	Banjul telecom. project (incl. international switching). Under implementation for RFS 1986	(17.50)
7	TEP-18-007	Ghana	Accra-Bolgatanga link. Under implementation for RFS 1986	28.41
8	TEP-34-009	Nigeria	Additional radio-relay routes for transmission network	140.40
9	TEP-35-003	Rwanda	Kigali-Bujumbura connection. Rwanda section completed (CIDA), remainder under procurement except cross-border section for which finance identified	(1.50)
10	TEP-35-004	Rwanda	Expansion of national radio-relay network (IBRD) contact awarded Feb. 1985	2.53
11	TEP-41-007	Sudan	Rehabilitation of national radio-relay network. Khartoum-P. Sudan sector scheduled 1986. Interim satellite connection being implemented (SUDOSAT)	7.50

Ref.	Code	Country	Project description	Cost (US$M)
12	TEP-43-003	Tanzania	Tanzania section of link to Malawi (see also TFP-60-021)	0.180
13	TEP-47-004	Burkina Faso	Links to Niger & Benin from Fada N'Gourma. Link to Niger completed for RFS 1985. Link to Benin RFS 1986	0.910
14	TEP-60-001-04	Mali	Segou-Mopti link. Under implementation. (Mali development plan, Phase II).	(1.50)
15	TEP-60-001-05	Mali/ Guinea	Bamako-Siguiri link. (ECOWAS Telecom. Project, Phase Ib.)	0.522
16	TEP-60-001-07	Guinea/ Senegal	Mali-Tamboukunda link (ECOWAS Phase Ib.) Tenders under evaluation	(0.948)
17	TEP-60-001-13	Burkina Faso/ Ghana	Ouagadougou-Bolgatango link (ECOWAS Phase I) under installation for RFS 12.85	1.346
18	TEP-60-001-17	G.Bissau/ Senegal	Bissau-Ziguinchor link (ECOWAS Phase Ib.) Tenders under evaluation	(n.a.)
19	TEP-60-001-20	Senegal/ Guinea	Kedougou-Mali link (ECOWAS Phase Ib.) Tenders under evaluation	(0.535)
20	TEP-60-001-21	Senegal/ Gambia	Ziguinchor-Banjul link (ECOWAS Phase Ib.) Tenders under evaluation	(1.00)
21	TEP-60-001-23	Nigeria/ Niger	Sokote-B. N'Koni link (ECOWAS Phase Ib.) Tenders under evaluation	(0.53)
22	TEP-60-001-25	Mozambique	Beira-Tete link. Included in SATCC Programme Tenders evaluated.	(7.80)
23	TEP-60-001-24	Ghana	Koforidua-Bolgatange link (Japan) under installation (see also TEP-18-007)	(n.a.)
24	TEP-60-001-28	Mozambique/ Zimbabwe	Mt. Xiluvo-Umtali (SATCC programme & Mozambique development Phase I). Tenders evaluated. Meanwhile interim UHF link provided under ITU/WCY programme	(2.70)
25	TEP-60-021	Malawi	Malawi section Malawi-Tanzania link (NORAD) included in SATCC programme	4.50

Ref.	Code	Country	Project description	Cost (US$M)
	Submarine Cable			
26	TEP-12-005	Djibouti	Submarine cable terminal. Under implementation (Cable to Jeddah for completion 06.86)	8.00
27	TEP-60-016	(Regional)	E.Africa submarine cable. Pre-feasibility study scheduled for completion end '85 (BADEA/ITU)	0.085
	Earth Stations			
28	TEP-05-004	Burundi	Extension of earth station capabilities (France)	(0.120)
29	TEP-09-001	Tchad	Reconstruction of N'Djamena earth station (France)	(8.33)
30 (A)	TEP-29-001	Mauritania	Telecoms development programme, including INTELSAT earth station. Installation started.	(12.00)
31	TEP-34-002	Nigeria	Installation of earth station at Enugu	(24.30)
32	TEP-34-003	Nigeria	Replacement of Lanlate I earth station	(1.00)
33	TEP-50-001	Zimbabwe	Standard A Earth Station. RFS June 1985.	12.60
	Switching			
34	TEP-19-001	Guinea	International transit centre. Under implementation with delayed RFS (1987).	4.00
35	TEP-27-004	Malawi	Telegraph & telex equipment, including international telex switching	12.00
30 (B)	TEP-29-001	Mauritania	Telecoms. development programme, including international telephone & telex exchanges. Installation started	(12.00)
36	TEP-34-005	Nigeria	International telex exchange Enugu	6.40
37	TEP-34-006	Nigeria	International switching centre, Abuja	9.60
38	TEP-34-010	Nigeria	Installation of telex/Gentex switching	37.80
39	TEP-37-004	Senegal	Extension of international transit exchange	4.00
40	TEP-42-001	Swaziland	Provision of transit switching facilities	4.32
		Total: excluding refs. 18 & 22		414.925

ANNEX VII

Projects on which action was initiated in 1984

Legend:

( ): estimated

n.a.: cost not available

Ref.	Code	Country	Project description	Cost (US$M)
	Transmission			
1	TEP-05-001	Burundi	Improvement of cross-border link to Zaire (in CEPGL programme, study scheduled 1985)	(0.10)
2	TEP-15-007	Ethiopia	Implementation of Bahir Dar - Gedaref (Sudan) link studies complete & finance identified	(1.84)
3	TEP-18-004	Ghana	UHF link to Burkina Faso border (Wenchi-Hamale)	(5.93)
4	TEP-18-005	Ghana	UHF link to Ivory Coast (Sunyani-Yamosikro)	(2.18)
5	TEP-27-001	Malawi	National trunk network (including PANAFTEL links) (IBRD)	(4.90)
6	TEP-35-001	Rwanda	Link to Ngara (Tanzania) included in KBO programme Financing (ADB) to be finalised	(0.20)
7	TEP-41-001	Sudan	Atbara-W.Halfa-Aswan link (see also TEP-13-001)	(8.00)
8	TEP-41-002	Sudan	Sudan sector Bahir Dar - Gedaref link (see TEP-15-007)	(2.50)
9	TEP-43-001	Tanzania	Tanzania section of TEP-35-001 (Rwanda-Tanzania) studies complete. Finance to be finalised (ADB/EADB)	(0.12)
10	TEP-43-002	Tanzania	Link to Burundi (Songa) included in KBO programme (see also TEP-35-001, TEP-43-001)	(0.47)
11	TEP-43-004	Tanzania	Tanzania-Uganda link (Bukoba-Maseka) KBO programme, see above	(0.45)
12	TEP-44-001	Togo	Re-inforcement of Ouagadougou - Lomè-Cotonou links	(2.50)

Ref.	Code	Country	Project description	Cost (US$M)
13	TEP-46-002	Uganda	Jinja-Tororo-Gulu route (including switching) studies complete, Italian finance being negotiated	(10.14)
14	TEP-60-001-01	Zambia/ Mozambique	Katete-Tete link. Included in SATCC & Mozambique Phase II programmes. Studies complete	(1.05)
15	TEP-60-001-02	Mozambique/ Tanzania	Nampula-Mtwara link. As above	(2.50)
16	TEP-60-001-03	Zambia/ Zaire	Chingola-Lubumbashi link. All studies complete. Financing (ADB) to be finalised by Zaire.	(0.70)
17	TEP-60-001-08	Mauritania	Atar-Akjout link	(1.50)
18	TEP-60-001-09	Mauritania	Aquetot-Choum link	(0.24)
19	TEP-60-001-14	Gabon/ Congo	Bakounda-Makabena link. BDEAC requires formal requests for financing	(n.a.)
20	TEP-60-001-15	Niger	Zinder-Gure-Diffa link. Zinder-Gure sector under planning, Diffa now linked to Niamey via domestic satellite	(n.a.)
21	TEP-60-001-19	Mauritania	Nouakchott-Selibabi link. ECOWAS Phase Ib.	(3.32)
22	TEP-60-001-22	Guinea Bissau/ Guinea	Piche-Koundoura link. ECOWAS Phase Ib.	(n.a.)
23	TEP-60-001-26	Mozambique	Beira-Nampula link. (Mozambique development pbn)	(16.50)
24	TEP-60-001-27	Mozambique	Beira-Maputo link (as above)	(21.75)
25	TEP-60-001-28	Rwanda/ Uganda	Included in KBO project	(0.82)
-	TEP-60-020	(Regional)	This regional project is included in the KBO programme and consists of projects 35-001, 35-003, 43-001, 43-002, 43-004 and 60-028	-
	Earth Stations			
26	TEP-10-001	Comoros	Establishment of standard B earth station and installation of international switching. Possible source of finance: France (see also 60-019)	(4.00)

Ref.	Code	Country	Project description	Cost (US$M)
27	TEP-11-004	Congo	Extension of Moungouni earth station	(0.64)
28	TEP-14-001	Eq.Guinea	Establishment of earth station and related facilities	(8.00)
29	TEP-19-009	Guinea	Extension of Standard B earth station. Project documentation being prepared	(2.00)
30	TEP-24-001	Liberia	Replacement of Std. B by Std. A earth station included in telecoms expansion programme for which project documents being prepared	(15.00)
31	TEP-37-005	Senegal	Installation of second earth station. Feasibility study to be carried out during 1985	(6.70)
32	TEP-39-002	Sierra Leone	Provision of Standard A earth station. Feasibility study completed 1984	(6.00)
33	TEP-41-005	Sudan	Up-grading of Kuma Haraz international earth station	(1.00)
34	TEP-49-001	Zambia	Extension of earth station facilities. Included in SATCC programme. Financing required.	(14.40)
	Submarine Cable			
35	TEP-37-001	Senegal	Extension of 'Fraternite' submarine cable facilities. (Abidjan-Dakar cable is now saturated and negotiations proceeding for laying a parallel cable)	(0.35)
	Switching			
36	TEP-14-003	Equatorial Guinea	Provision of international telephone & telex switching facilities	(0.18)
37	TEP-37-002	Senegal	Extension of international transit facilities (existing exchange to be replaced by TDM Time Division Multiplex in 1988)	(4.00)
	Surveys, etc.			
38	TEP-41-003	Sudan	Sudan sector of Kenya-Sudan (Juba) link. Survey delayed.	(0.50)

Ref.	Code	Country	Project description	Cost (US$M)
39	TEP-60-002-32	Zambia/ Angola	Zambezi-Lucne link. Sector Zambezi-Frontier to be surveyed by Zambia PTC. SATCC project for which financing available (NORAD)	(0.054)
40	TEP-60-002-34	Tanzania/ Zaire	Kigoma-Kalemie. Scheduled for inclusion in CEPGL programme	(0.042)
41	TEP-60-002-35	Cameroun/ Eq.Guinea	Kribi-Bata link. Bilateral talks sponsored by PATU have been held.	(0.036)
42	TEP-60-019	Comoros	Study shows terrestrial connections (troposcatter) not feasible. Preferred solution: Standard B at Moroni.	(0.04)
43	TEP-35-002	Rwanda	Cyangugu-Bukavu (Zaire) link. Study under CEPGL programme.	(0.016)
			Total: (excluding Refs. 19, 20 & 22)	147.848

ANNEX VIII

Projects on which no action has been initiated

Legend:

( ): estimated

n.a.: cost not available

Ref.	Code	Country	Project description	Cost (US$M)
1	TEP-60-001-11	Sudan/ Uganda	Juba-Kampala link. No action reported by either Sudan or Uganda	(n.a.)
2	TEP-60-001-12	Angola/ Congo	Cabinda-Pointe Noire link. Bilateral discussions held but no decisions taken	(1.5)
3	TEP-60-001-16	Guinea Bissau/ Guinea	Project reported withdrawn in favour of TEP-60-001-22	(1.8)
4	TEP-60-001-18	Uganda/ Zaire	Mbarara-Goma link. No action reported	(4.8)
5	TEP-60-002-33	Angola/ Zaire	Survey of Luanda-Kinshasa link. No action reported	(0.159)
6	TEP-60-002-36	Eq.Guinea/ Gabon	Survey of Bata-Libreville link. No action reported	(0.051)
			Total: (excluding ref. 1)	8.31

Chapter IV

CONTRIBUTION OF THE UNITED NATIONS SPECIALIZED AGENCIES AND OTHER BODIES AND AFRICAN INTERGOVERNMENTAL ORGANIZATIONS TO THE IMPLEMENTATION OF UNTACDA

A. Transport

1. Roads and Road Transport

175. The roads subsector is the largest of all the transport and communications subsectors both in terms of the number of projects involved and of its cost. The importance of roads lie in the fact that only they can constitute a pan African network in the foreseeable future. It is true that air services could be co-ordinated and integrated to establish a continent-wide network but the importance of this mode in intra-African trade is limited. Similarly, shipping services are still so rudimentary in Africa that it will take many years before their integrated continent-wide shipping services are developed.

176. The impediments to the development of road infrastructure and services are therefore of paramount importance for the achievement not only of the Decade objectives but also of those of the Lagos Plan of Action, hence the great concern about the state of repair of African roads and hence also the strenuous efforts being made to remove obstacles (in the form of non-physical barriers) to the smooth flow of goods and persons by road across frontiers.

177. As was seen in Chapter I, some progress has been made at the national level in constructing new and maintaining existing roads. Indeed, almost all road projects could be described in Chapter I since even regional highway projects such as the Trans-African Highways, in essence, are in aggregation of national road sections. With respect to the implementation of road infrastructure projects, therefore, in this Chapter we shall review only activities which have taken place under the aegis of sub-regional organizations. The report, however, is incomplete as it is based only on the submissions that were received.

178. The activities of the secretariat of the Trans-African Highway Authority consisted largely of an on-the-spot physical inspection of the Highway and its feeder roads to determine the precise current status of the system. The details of this were given in Chapter III.

Other activities were the preparation of draft treaties, for signature by member States pertaining to the removal of non-physical barriers and the publication of a "road log" containing information on road side development. Again these activities as well as those of the Trans-East African Highway Authority were described in detail in Chapter III.

179. ECOWAS is fortunate to be part of a subregional system that includes a development fund (the ECOWAS Fund) which contributes some resources towards the implementation of its programmes. In 1984 the Fund made available the following financing:

- $45,000 to Liberia for feasibility and engineering studies of the Tappita - Tobli-Ivory Coast border road;
- $110,000 to Mali for feasibility study of the road from the border with Senegal to Bamako through Kenieba and Kita;
- $235,000 to Togo for the engineering study of the road from the Ghana border to the Benin border through Nope and Agbanakin;
- $2.5 m. to Liberia for the Freetown - Monrovia highway:
- $2.5 m. Sierra Leone - Freetown - Monrovia Highway;
- $1.5 Billion FCFA to Benin for the construction of the bridges on the Sazue and Mono rivers.

180. The ECOWAS secretariat also completed a study on uniform highway design in the Community and collected the engineering studies that have been done on some of the sections of the Trans-West African Highway.

181. The Mano River Union secretariat was also active in 1984. In collaboration with the Ministries of Public Works in Sierra Leone and Liberia it signed work contracts and consultant services for the construction of certain sections of the 221 km Freetown - Monrovia highway. Financing for the Liberian section (78.9 km) of the road (Kle - M.R.U. Bridge) was obtained from the African Development Bank ($23.0 m) and DAEWCO and STANLEY are the contractors and consultants respectively. On the Sierra Leone side, the KFW of West Germany provided 54.00 m for the construction of the Highway from Bo-Pandajuma (46 km). Financial commitments have been received from the Islamic Development Bank ($6.12 m), BADEA($5.0 m) and ECOWAS ($5.0 m) The Mano River Union secretariat has reopened negotiations with the African Development Bank and it is hoped that the ADB will close the financing gap of $17.5 million.

182. The M.R.U. secretariat, furthermore, conducted prefeasibility studies on four roads which constitute the principal road network of the Union. These roads are: Freetown - Conakry, Koindu - Gueckedou, Koindu - Mendikorma and N'Zerekore - Tiehun. The M.R.U. is now seeking international assistance for the feasibility studies.

183. The International Labour Organization was involved in activities which although not expressed as Decade projects are, nevertheless, closely related to the Decade programme, with emphasis on human resources development and training in the field of, inter alia, roads and road transport; particularly as concerns labour intensive rural access road construction and maintenance, the development of local contracting industry, and the use of appropriate technology. There were several locations in Africa (Cape Verde, Mozambique, Ethiopia, Uganda, Tanzania, etc.) where in 1984 the ILO was engaged in skills development, low cost vehicle technology, production of training materials and emergency food aid. Labour intensive road construction was actually cheaper than capital intensive methods, it was determined, wherever human settlement was favourable, and construction costs were reduced by as much as 50 to 60 per cent and major international lending agencies like the World Bank were beginning to consider seriously the merits of labour intensive methods in road construction. During the year under review labour intensive road construction projects were in progress in Benin, Burkina Faso, Burundi, Mali, Rwanda, Sierra Leone, Tanzania and Uganda. Another important area was maintenance, repair and rehabilitation of transport services such as the emergency project for the rehabilitation of the road and rail transport systems of Uganda and the assistance given to the Middle Delta BUS Company of Egypt in the establishment and management of Central Repair and Maintenance Workshops and of a training centre. Phase one of the Egyptian project was completed in 1984 and the Planning of Phase two started.

184. Within the United Nations system ECA has the primary responsibility for regional and subregion activities in the roads subsector. ECA's activities in 1984 dealt with road maintenance highway safety, institution - building for the Trans African Highways and non-physical barriers as described below:

(i) Road maintenance

185. ECA has recognized the importance of road maintenance for some time and has organized three regional conferences and one special seminar between 1972 and 1983, to enable African highway engineers and officials to exchange experiences with prominent international figures in the field of highway maintenance engineering and economics. In 1984, arrangements were finalized with the World Bank and the African Development Bank to organize the second subregional road maintenance seminar in Abidjan in June 1985.

186. Also in 1984, preparation were made to convene the Fourth African Highway Maintenance Conference, which is scheduled to be convened in Tunis in 1985.

187. The ECA handbook for road maintenance was also produced with the assistance of the Governments of Britain, France and Germany and distributed throughout the African region in 1984.

(ii) Highway Safety

188. While industrial countries have succeeded to check, (and reverse) the ever increasing rate of road traffic accidents, the trend of highway fatalities and injuries in Africa is alarmingly on the rise.

189. In an effort to improve road safety in Africa, ECA organized the First African Road Safety Congress in August 1984 with the assistance of the Nordic Countries (who maintain one of the best road safety records in the world); and other organizations concerned and involved in road accident preventive measures, such as the WHO, the World Bank, and the UK Transport and Road Research Laboratory. Preparations are already being made to convene the second regional road safety congress in 1987 while subregional seminars are also being contemplated in collaboration with the World Health Organization in between.

190. Another activity in the field of road safety is the production of an African Highway Code which aims at the reduction of road accidents. The preparation of the Code was started in 1984 and a first draft is scheduled to be completed by December 1985 and a final draft before the end of 1986.

(iii) Trans-African Highway Institutions

191. Although Inter-Governmental Highway Co ordinating Committees had been set up for the major Pan African Highways prior to the proclamation of UNTACDA, it was during the life of the Decade that two Highway Authorities were established, (the Lagos-Mombasa Trans-African Highway Authority (TAHA) and the Cairo-Gaborone Trans-East African Highway Authority (TEAHA) for the purpose of co ordinating studies, designs, construction and maintenance of their respective inter-country trans-continental highways.

192. During 1984, the Co-ordinating Committee of Ministers of the Tripoli-Windhoek Trans-Central African Highway (TCAH) was established as a fore-runner to the establishment of a highway authority.

(iv) Non-physical barriers to inter-State travel by road

193. Road travel in Africa is hampered not only by the lack of adequate all-weather roads, but also by non physical barriers of administrative and legal nature. To facilitate travel and trade

throughout the region, two Inter-State Facilitation Commissions were established in 1984 under the auspices of the Cairo-Gaborone Trans-East African Highway Authority and the Lagos Mombasa Trans-African Highway Authority. The work programme of these Inter-State Facilitation Commissions calls for each Commission to mobilize member countries' efforts to promote the freedom of travel and trade in their respective areas of jurisdiction, primarily by acceeding to international treaties, or alternatively, by adapting such treaties to local conditions. Documents were also prepared in 1984 for the establishment of a Trans-West African Facilitation Commission under the auspices of ECOWAS, while for the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway (TCAH), actions programmed were prepared by ECA and adopted by its Governing Council. The actions aim at determining the extent of the non-physical barriers and formulating remedial measures.

194. In the field of non-physical barriers, ECOWAS also made progress in 1984. First, the reciprocal compulsory third-party insurance scheme came into effect and its administrative secretariat was established. Secondly, all ECOWAS member States had ratified the Convention on Inter-State Transport and, finally, ECA assisted ECOWAS in preparing the draft constitution of the West African Highway Association.

2. Railways and Rail Transport

195. The activities undertaken by the various agencies in the field of railways and rail transport in 1984 fell into four broad categories, namely, training and the establishment of training centres, the execution of infrastructure projects which consisted exclusively of studies activities related to the manufacture of railway equipment and studies on the construction of container depots in three countries.

(a) Training and establishment of training centres

196. The UAR organized five seminars during 1984 and achieved some progress towards the establishment of regional railways schools, details of which are given in Chapter III. SATCC carried out a study on a railway training programme.

(b) Execution of infrastructure projects: Studies and construction

197. A feasibility study carried out for CEAO in 1983 on railway links in the Western African subregion, was reviewed by the UAR and CEAO secretariats in 1984. It was recommended that in finalizing the report, the consultants should make a reference to the Lagos Plan of Action, and define the scope of the study and integrate inter-connection and extension of the railway network in a realistic community plan in accordance with the protocol of the treaty establishing the community.

198. ECA, in collaboration with the Government of Brazil and with expected financial support from UNDP and in co-operation with the UAR, is planning to carry out a study on a transport master plan for Africa that will include railways. In 1984 a preparatory assistance project was carried out for all transport modes and terms of reference for a railway master plan were drafted.

199. The programme of SATCC contains a project of Botswana - the Trans-Kalahari railway; In 1984 the feasibility study, financed by the Government, was about to be completed.

(c) Manufacturing of railway equipment

200. The railway wagon factory for West Africa After the completion of the feasibility study on the establishment of a railway wagon factory in the western African region, the CEAO authorities decided that the factory should be located in Bobo-Dioulasso, Burkina Faso, with a branch in Dakar, Senegal. UNIDO has contributed to the implementation of the project through its assistance to CEAO for the design, development and manufacture of rolling stock.

201. Feasibility studies on manufacturing of railways equipment in the other four subregions of UAR: This project aims at carrying out feasibility studies for the manufacturing of railway equipment in the remaining four subregions of the UAR. As mentioned above the study concerning the Western subregion was finalized. UNIDO has accepted to support the project which has been included in the Industrial Decade for Africa programme.

(d) Container depots and transit transport facilities

202. During the year under review UNCTAD conducted three studies on the feasibility of constructing container depots in three countries. The first one is for the construction of railway container terminals in Burkina Faso, at Ouagadougou and Bobo-Dioulasso, and was completed in 1984.

203 The second is concerned with the construction of a container terminal at Kaka, Tanzania, and was commenced in 1984 and will be completed in 1985.

204. The last one is an engineering and economic prefeasibility study on location and size of a railway container terminal in Botswana between Gaborone and Francistown. It commenced in 1984 and will be completed in 1985.

(e) Other activities

205. UDEAC formed an ad hoc committee on transport, which brought about a number of recommendations in the field of development of Railway transport. Another subregional organization, SATCC, organized meetings of railway administrations of its subregion.

206. Assistance for negotiation of a co-operation agreement between the railway networks of Kenya and Uganda and for definition of trade policy to increase the rail transport to the land-locked countries was provided by UNCTAD in 1984.

207. A comparative study on the existing working agreements between the railway networks in Eastern and Southern Africa and proposals for a standard agreement - were undertaken by UNCTAD. The first phase was completed in 1984 and the second phase is to be carried out in 1985.

3. Maritime transport

(a) Shipping

208. In the area of shipping the major activities were concerned with studies on the establishment of multinational shipping lines, the strengthening of one of the subregional maritime transport organizations, the establishment of shippers'councils and some assistance for two shipyards. The specific projects, in this regard, are described below.

209. SHP-60-020. A market study for the creation of a multinational bulk-cargo shipping company for West and Central Africa is now underway, being carried out by a consortium made up of Norway, Denmark and West Germany under the auspices of MINCONMAR. The project started in 1984 at an estimated cost of $200,000 which will be financed completely by the consortium. An additional contribution of MINCONMAR was $100.000.

210. A feasibility study on the creation of a multinational coastal shipping company(component of SHP-60-019 and SHP-60-017) was completed in 1984. The project was executed by ECOWAS in close co-operation with MINCONMAR and cost $300,000 which was fully financed by the ECOWAS Fund.

211. In 1984, studies were undertaken with a view to reviewing the general economic analysis of the three member States and following these studies a project entitled the Mano River Union Sea Link was initiated. The project is expected to play a vital role in local shipping development and will provide regular passenger and cargo traffic.

212. UNCTAD has completed in 1984 a project for the establishment of the National Shippers Councils in Mali, Central Africa Republic and Burkina Faso.

213 UNIDO provided technical assistance to shipyards in Seychelles and Kenya. Recommendations for long term plans to develop and strengthen Kenya's marine and inland ship-building facilities were worked out.

214. SHP-60-004: Technical assistance to MINCONMAR in the field of maritime transport. The cost of the project is $300,000 out of which UNDP allocated $150,000 for 1984 Part of the amount secured was used for recruiting two consultants for the project SHP 60-013 and an expert from UNCTAD for SHP-60-004.

15. The balance is to be used for a study on bulk cargo and for the development of freight rates negotiation capability. The latter activities are components of projects SHP-60-020 and SHP-60-012.

216. As can be seen from the account given above of the execution of projects in 1984, various organizations have contributed to the implementation of UNTACDA. Below are given the general objectives, vis-a-vis the Decade programme of some of these organizations.

217. The role of MINCONMAR in the programme of the Decade as shown in the execution of the on-going projects is:

- to bring about structural changes in shipping operations and infrastructures with a view to increasing the participation of the subregion in the carriage of its sea borne trade;

- to bring about a greater awareness among countries of the subregion of the important role which shipping places in its overall economic development:

- to promote maritime co-operation in the subregion through the rationalization of maritime services to provide greater economic benefits to member States.

218. Within the framework of the broad objectives laid down in the Decade programme, IMO has contributed to the strategy adopted for the maritime sector by:

- training African nationals through fellowship placements in institutions both inside and outside the African continent;

- assisting in the establishment of maritime training institutions in the African continent;

- training African administrative and technical maritime staff at the World Maritime University; and

- assisting African governments on the establishment of maritime administrative infrastructures through the IMO's Inter-Regional Sectoral Support Consultancy Services provided with UNDP and other donor funding.

219. IMO is also a member of the Inter Agency Co-ordination Committee of the Decade programme and in this capacity continues to co-operate and participate in the programme.

220. In the area of maritime activities, the skill manpower development programmes of ILO cover both the personnel ashore and afloat at national and regional level such as training in different areas of ILO involvement.

221. The ILO has in this regard already started collaborating with the ECA on the study relating to the harmonization of maritime legislation in the various subregions of the continent.

222. In labour legislation, administration and conditions of employment, emphasis is laid on the co-operation of governments, employers' and workers' organizations.

223. The maritime activities also include work with some non-governmental international organizations in respect to the improvement of working conditions.

224. On the normative side, the existing ILO International Conventions and Recommendations (which presently number 57) concerning seafarers include "The International Seafarers Code" governing working conditions in this sector.

(b) Ports

225. Several agencies were involved in the execution of ports projects the main thrust of which was to tackle the problem of dredging in African ports and the harmonization of navigational aids. The details of the main projects underway in 1985 are given hereunder.

226. HAP-60-006: Study on a dredging pool for ports of Eastern and Southern Africa: The executing agency of the project is the PMAESA and the cost of the project is $140,000. In 1984 US$ 100,000 was contributed by the Dutch Government. The participating countries are expected to contribute $40,000 in kind. The project will commence in April 1985.

227. HAP-16/17/32: Harmonization of navigational aids. This is a project executed by IALA, IMO and PMAWCA. This was an on-going project which was completed in 1984. The entire cost of the project was $75.000 with the funding for 1984 being provided from IALA.

228. HAP-60-005: Establishment of dredging pool for Western and Central African ports. The project is based on the study completed in Phase I of UNTACDA (HAP-10). A special dredging committee was established in 1984 by PMAWCA to initiate and review the implementation of the recommendations of the study and also to provide necessary information on dredging activities in the subregion. The project is on-going.

229. MAP-60-003: Study on the establishment of container and RO/RO terminals. As part of the project a study on training requirements was carried out by UNCTAD as a prerequisite for the preparation of the project. The training part of the project was completed in October 1984 at a cost of $60,000 and was financed by UNCTAD. Participating countries contributed towards the financing of the travels of the consultants.

230. UNCTAD provided the following technical assistance to the ports of Dar-es-Salaam and Maputo with a view to setting up a centralized cost accounting system for port operations. Technical assistance was also provided to the Central African Republic, Chad and Mali with the aim of evaluating facilities in the ports of Douala, Dakar and Abidjan.

4. Air transport

231. In the field of civil aviation the two most important regional activities, namely, the project on optimal development of air services in Africa and the activities related to the freedoms of the air, were fully described in Chapter III. In this chapter are given the other activities carried out by the various United Nations and African organizations dealing with civil aviation.

(a) General activities of the organizations

232. The United Nations Economic Commission for Africa (ECA) provided assistance to several countries and intergovernmental organizations by helping them to identify, prepare and carry out air services development projects. In this connection, it participated in the drafting of the study on optimum development of air services between the member States of OCAM and CEPGL, in the AFCAC executive meetings and in the AFRAA Annual General Meeting. ECA also provided advisory services in the promotion of co-operation among airlines on the one hand and among Governments on the other. Within the scope of its regular activities, it circulated to member States a publication on the co ordination of flight timetables.

233. The activities of ECA in respect of Civil Aviation training, tariff problems and facilitation were carried out in close co-operation with OAU, AFCAC and AFRAA and ICAO. These activities are mentioned in the appropriate chapters below.

234. The activities carried out by AFCAC in its capacity as a specialized agency of the OAU were as follows:

(i) Feasibility study on the establishment of co-ordinated network of aircraft overhaul and maintenance centres

235. This study was among the regional projects selected for the United Nations Transport and Communications Decade for Africa. The main objective of the study was to:

- Recommend an optimum system of centres for maintenance and repair of aircraft engines airframes and flight equipment;

- estimate the amount of investment and operating costs involved;

- determine the qualified and trainee personnel required, and

- establish a cost/benefit analysis in comparison with the present system of collaboration.

236. The study was financed by the Government of Norway under ADB's African Development Fund. It was undertaken by a Scandinavian Consortium (SCANAVIA and NORCONSULT) under the direction of AFCAC and ADB and in co-operation with some African airlines. The final report will be available soon and will enable African airlines and States to take appropriate measures based on the conclusions and recommendations of the study.

(ii) Air transport policy

237. AFCAC prepared model bilateral air transport agreements, which could be used by its member States, and had them adopted.

(iii) Training, facilitation, tariffs

238 The activities carried out by AFCAC in these areas are described in subsequent paragraphs.

239. As part of its regular programme, ICAO has just established a third regional office for Africa at Nairobi, Kenya to serve the countries of Eastern and Southern Africa. Officials of these offices visited several States in 1984 and organized several meetings in connection with the implementation of the Air Navigation Plan with a view to assisting the States in implementing the plan. Seminars on air transport were also organized.

240. With respect to technical assistance projects, ICAO as an executing agency of UNDP was responsible for the execution of projects relating to the establishment of multinational training centres at Addis Ababa, Ethiopia and at Mvengue, Gabon, as well as other regional training projects at Nairobi, Kenya and Niamey, Niger. The overall technical assistance programme for Africa is broken down in the following table:

1984 STATISTICS FOR AFRICA

	Approved	Disbursed
UNDP Country Programme	$ 11 027 711	$ 10 113 391
UNDP Regional Programme	$ 1 281 600	$ 996 101
Fund in Trust	$ 3 485 613	$ 2,952 339
Fellowships	370 awards	

241. In addition to its main function of ensuring the regularity and safety of the flying of aircraft over the air space of member States and those of countries for which it has been entrusted to provide air traffic and meteorological services, ASECNA also provided assistance in the execution of studies and supervision of airport development works or installation of technical equipment, technical assistance in the field of maintenance, and in flight calibration. In this connection, it undertook studies on the airports of Central African Republic (Bangui M/Poko airport), Congo (Ouesso, Impfondo, Sibite, Lubomo, Owando, and Djambala airports), Gabon (Libreville and Port-Gentil airports), Mali (Bamako - Senou Gao, Mopti, Nara and Timbuktu airports), Niger (Zinder and Arlit airports), Burkina Faso (Bobo Dioulasso airport) and Cameroon(Koutata, Bamenda and Garoua airports) and carried out development works at the Bangui - M-Poko and Brazzaville airports.

242. The total cost of the activities carried out by ASECNA amounted to almost CFAF 64 billion or approximately $128 million. Moreover, to ensure the durability of installations by adapting them to technological developments in air traffic, ASECNA planned an investment programme worth CFAF 25 billion for the period 1982-1986. In 1984, part of the dues collected from airlines amounting to about CFAF 1.6 billion, was allocated to an investment fund to be used for guaranteeing loans.

243. CFAF 3 billion were obtained including a grant of CFAF 500 million from the Fonds D'Aide et de Cooperation, as initial installment of the 1984 financing for equipment, and CFAF 2.5 billion as a loan from the Caisse Centrale de Cooperation Economique (CCCE) to carry out a programme for the purchase of fire fighting equipment.

244. In 1983 ECOWAS commissioned a study designed to recommend ways in which the operation and financial efficiency of the existing airlines in the subregion could be improved and to examine the feasibility of creating a new ECOWAS airline. Funds for the study were provided by CIDA and all the airlines together with AFRAA and AFCAC, participated

in drawing up the terms of reference for the study. The study was completed in 1984 and a meeting of airline experts and their chief executives will be convened in July 1985 to discuss the report and make recommendations to the ECOWAS Transport sub-Commission.

245. By decision No. 32/84/UDEAC-328, UDEAC instituted co-operation among the airlines of its member States with a view, particularly, to achieving a rational and coherent scheduling of flightsso as to ensure better connection among the various flights in the subregion.

(b) Facilitation

246. A number of missions undertaken by ICAO and AFCAC for the development of air transport were directed at, among other things, the improvement of facilitation. These missions identified various obstacles to facilitation and suggested appropriate remedial measures. Emphasis was placed on the establishment and operation of active national and airport facilitation committees for the proper implementation of the ICAO facilitation programme contained mainly in Annex IX to the Convention on International Civil Aviation. in particular the committees were to examine measures to further liberalize entry visa requirements and other formalities for arriving passengers, ensure efficient control over the movement of persons at airports, simplification and acceleration of passenger and baggage clearance procedures and elimination of redundant outbound checks. With regard to air cargo, the committees were required to ensure provision of adequate and secure warehouse storage and expeditious clearance of import and export cargo.

247. As part of the preparations for the African Conference on Freedoms of the Air ECA undertook a detailed study on facilitation in Africa which outlined the current situation of facilitation at African airports, the divergences between Annex 9 to the Convention on International Civil Aviation and National Regulations of African countries. The study recommended a series of measures for improving the current facilitation situation and emphasized the drawing up of national facilitation programmes, clearly defining the responsibilities of officials in charge of airport formalities, staff training, simplification of cargo clearance procedures, easing of immigration and customs controls, provision of adequate equipment at airports, regional and subregional co-operation and improved passenger services.

248. These recommendations were adopted by the African Conference on Freedoms of the air and are included in the terms of reference of the air transport committee to be established in conformity with the Mbabane declaration, which was adopted at the close of the conference.

(c) Air tariffs in Africa

249. The third experimental meeting of the African Air Tariffs Conference (AFRATC) was organized by AFRAA in September 1984. The meeting considered problems related to the fixing of air tariffs in Africa and defined the stand to be adopted by Africa at IATA's tariffs conferences. ECA and AFCAC contributed to the success of this meeting.

250. ICAO published two studies on fares and rates. One was a survey of international air fares indicating among other things, how international air fares in Africa compare with those in other regions. The other dealt with the economics of passenger fares indicating the degree to which differences in the level of international air passenger fares and how the variations in these fares with distance and other traffic variables reflected corresponding variations in operating costs. Included in this study was an analysis of the main causes of regional differences in fares and costs as well as measures that might be taken to reduce such differences.

(d) Implementation of the Regional Air Navigation Plan

251. Civil aviation contributes to a large degree to the efficient, economic and safe operation of any transport system. The facilities and services to be provided by States worldwide and African States in particular are planned under the auspices of the International Civil Aviation Organization (ICAO). The Air Navigation Plan for Africa and the Indian Ocean (AFI) is one part. These facilities and services are developed by Regional Air Navigation meetings, the one for the AFI Region having taken place in Arusha, Tanzania in 1979. That meeting recognized two major problems:

1) Lack of trained and experienced manpower;

2) Serious lack of communications facilities and services which in turn affects the provision of Air Traffic Services, Meteorological Services, Search and Rescue Services and Aeronautical Information Services.

252. Whereas the development of airports in Africa still lags behind the rest of the developing world, it is greatly improving.

253. The provision of these facilities and services depend to a large extent on the availability of funds for implementation as both equipment and skills could be bought when funds are available. In the spirit of the Transport and Communications Decade in Africa, ICAO has intensified its activities and efforts in assisting States to implement these requirements. Most of the required Air Traffic Service routes have now been implemented with the provision of Air Traffic Control Services on many of them. However, greater efforts are needed to be made in this area and also in the co-ordination of civil and military air traffic within Africa. Such co-ordination would reduce the undesirable complications which result in additional expenses on fuel.

254. The provision of Aeronautical Information Services (AIS) which makes it possible for pilots to make economic and safe planning of flights into and out of airports and on routes within Africa is a mandatory requirement. Many States have, since the inception of the

Decade Programme, published Aeronautical Information Publications (AIPs) and other mandatory documents. However, greater efforts will be required during the second phase of the decade. The Organization has assisted States in training in this area and also in drafting the necessary projects for implementation. One such project for States of Southern African Development Co-ordination Commission (SADCC) is actively under consideration.

255. Search and Rescue services for aircraft in distress or for those which have crashed still need improvement. ICAO continues to assist States in this regard. Lack of implementation of necessary Aeronautical Fixed Telecommunications Network (AFTN) and the Air Traffic Services Direct Speech Network (ATS/DS) circuits still presents a problem. This problem is compounded by lack of ground to air communications facilities as well as lack of adequate navigation aids. The Organization, prior to the Arusha meeting, had conducted a study entitled Africa Telecommunications Study, at its own expense amounting to 0.5 million US dollars, which identified areas of deficiencies and proposed solutions. It is gratifying to note that the recommendations of this study are being implemented. The full implementation of the PANAFTEL Project, when tarrifs are attractive, will improve the situation.

256. The Organization at the Arusha meeting established the Africa Planning and Implementation Regional Group (APIRG). The group has met three times and has set up sub-groups to deal with specific areas. Through the activities of this group, certain facilities and services have been implemented. This activity will continue during the second phase.

257. In co-ordination with the sister Organization (WMO), efforts have been made to improve the exchange of operational meteorological data necessary for flight planning. The introduction on a trial basis of the AFI Meteorological and Bulletin Exchange Scheme (AMBEX) is under way. Also to improve such exchange, high speed, high grade circuits have been recommended between East and West Africa and between North Africa and Europe as well as between East Africa and Middle East.

258. ICAO has implemented a number of projects through its own resources to assist States in meeting these requirements. As an executing agency of the (UNDP), the Organization implemented during 1984 many projects in Africa.

UDEAC

259. In addition to the activities undertaken by ICAO as described above, ASECNA implemented projects dealing with the use of new transmission techniques, automatization of message transit centres and the installation or replacement of radio navigation equipment.

5. Inland water transport

260. In 1984 the application commenced of the new approaches adopted to qualify the relative importance of the various categories of projects in the programme for the second phase of the Decade in the field of inland water transport.

261. With respect to training, preparations were made by ECA to organize a training course for senior level African inland water transport personnel. A study was also launched by ECA to evaluate - taking into account the current volume and availability of resources and subsequent demand - manpower training needs in the field of transport including inland water transport.

262. Various technical assistance activities relating to special aspects of inland water transport were carried out in 1984, namely:

- technical assistance by UNCTAD, in co-operation with the CEPGL and ECA, to the Great Lakes countries and to some countries of East Africa for the optimum exploitation of the river and lake sections of the central corridor 4/ routes and for the development of transport on Lake Kivu;

- technical assistance by UNCTAD for the integrated development of Lake Malawi as part of the improvement of transport in the corridor leading to Dar-es-Salaam;

- technical assistance by UDEAC to inland water transport operators of member States for instituting such co-operation among them as consultations and exchange of experience;

- technical assistance by ECA, at the request of the riparian States of the River Congo/Zaire, to study and define the modalities for establishing an international organization for joint use of the river, particularly for navigation;

- technical assistance by ECA to the riparian States of the Kobo and Baro rivers and to Ethiopia in respect of Lakes Tana, Abaya and Chamo to undertake preliminary studies for the development of inland navigation.

63. With regard to the international drainage basins, several inter-governmental organizations undertook specific activities in respective areas to promote transport on the water-ways basins. Some of these activities were:

- the rehabilitation and maintenance work on various reaches of the River Congo/Zaire by the two joint inter-governmental Commissions (Angola-Zaire and Congo-CAR-Zaire) operating on the river complex;

4/ The central corridor is the one that runs from Rwanda to the port of Dar-es-Salaam through Burundi.

- various civil works including the improvement of the navigability of the reaches of drainage basins such as that of the Senegal river (OMVS), the Gambia river (OMVG) the Mano river (Mano River Union), the Volta river-lake complex (Volta River authority), the Niger river (The Niger Basin Organization) and the river-lake complex of the Kagera Basin (KBO).

264. In addition to these major projects, others relating to the purchase of port or navigation equipment were initiated or carried out as part of programmes for developing transport on the waterways of these drainage basins.

265. Some more localized activities involving part of the waterway basin were carried out by the African inter-governmental organizations. SATCC managed to secure financing for the study on the development of navigation on the middle reach of the Zambezi river common to Botswana and Zambia. It also obtained financing for the development of navigation on Lake Malawi-Nyassa.

266. Finally, in a somewhat uncoordinated manner perhaps, some Specialized Agencies and African inter-governmental organizations gave continuous contributions in 1984 to the implementation of the programmes Mention should be made, among other things, of the efforts made by the ILO to institute co-operation between public authorities and employers and workers organizations so as to improve the working conditions of inland transport personnel; the assistance given by UNIDO to Kenya to establish a long-term development plan and expand their inland water infrastructure including shipyards; co-operation of the various African subregions with ECA to execute the studies in each sub-region on the harmonization and co-ordination of transport systems, including those of inland water transport.

6. Multimodal transport

267. International multimodal transport is a novel concept which has yet to make its impact in Africa. Before that can happen, however, a considerable amount of preparatory ground work has to be done and technical assistance rendered to African Governments.

268. ECA and UNCTAD carried out a joint preparatory assistance mission in 1984 to explore the possibilities for the introduction of the concept of international multimodal transport in Africa. The mission covered eight African countries and its objectives were to survey and verify the existing needs for technical assistance in connection with the introduction of international multimodal transport and to identify two areas (one in French-speaking West Africa and one in English-speaking East Africa) in which to concentrate activities for the development of multimodal transport in Africa. A project document entitled "Development of Multimodal Transport in Africa" was jointly prepared and has been submitted to UNDP for consideration.

269. UNCTAD prepared a preliminary study to establish an information system for follow-up and control of shipments of goods to and from land-locked countries. The first phase of the survey covers the Kampala-Mombasa, Blantyre-Nacala, and Harare-Maputo corridors. An evaluation of the functioning of transport corridors serving to open up the land-locked countries of Burkina Faso, CAR, Malawi, Mali, and Niger was also carried out in 1984.

270. Assistance was rendered to Burundi, Kenya, Rwanda and Uganda by UNCTAD whereby the latter prepared the draft of a transit agreement and subsequently facilitated the negotiations among the four countries on the agreement.

B. Communications

1. Telecommunications

271. In the field of telecommunications, assistance was provided by ITU, ECA and UNDP in the implementation of PANAFTEL project RAF/8?/060 and in the maintenance of the PANAFTEL Network through project RAF/80/018. Assistance for sub-regional projects was also provided by other organizations such as ECOWAS, SATCC and UDEAC. Further, assistance was also provided to individual countries for national projects by organizations such as PATU, UAPT, ITU, ECA and UNDP.

272. The Inter-Agency Co-ordinating Committee (IACC) on a Regional Satellite System composed of OAU, ECA, PATU, URTNA, ADB, UAPT, ITU, UNESCO and AFCAC continued its preparatory activities in three meetings.

273. The PANAFTEL Co-ordination Regional Committee, which reviews the development of the PANAFTEL Network, composed of OAU, ECA, ITU, ADB and PATU, held its 15TH session in July 1984.

274. Several subregional PANAFTEL co-ordinating meetings were held during the year. The following organizations participated in one or more of these meetings: OAU, ITU, PATU, UAPT, ECA, ADB, UDEAC and ECOWAS.

275. These principal meetings were:

Southern African Telecommunications Administration (SATA) Blantyre, February 1984.

ECOWAS PANAFTEL, Lome, May 1984

UDEAC, Brazzaville, June 1984.

CAPTAC, Brazzaville, December 1984.

Annual Regional Telecommunications Conference for Eastern and Southern Africa (ARTC), Lusaka, November 1984.

276. In addition PATU organized several multi-lateral and bilateral meetings on specific items during the year under review.

Training

277. Assistance in the field of training was provided by various regional and subregional organizations. This took the form of assistance to regional and national training institutions, the organization of seminars and workshops and the provision of instructors.

278. The list of seminars or workshops includes the following:

- Planning of Rural Telecommunication Network, Addis Ababa November 1984, organized by ECA and F.R. of Germany.
- Maintenance Seminar, Bangui, April 1984, organized by UDEAC and ITU.
- Maintenance of local networks (for French speaking countries) Dakar, October 1984, organized by ITU.
- Maintenance of local networks (for English speaking countries) Harare, December 1984, organized by ITU.

279. A programme for the improvement of satellite communications is being implemented by PATU, with the assistance of the European Space Agency. Eight engineers were awarded fellowships under this programme during the year.

Broadcasting

280. The Preparatory Assistance Project on the Development of Broadcasting in Africa launched by ITU in collaboration with ECA and financed by UNDP was completed and its report was presented to the 4th Inter-Agency Co-ordination Committee on UNTACDA, which was held in Addis Ababa from 4 to 6 January 1984. It was subsequently discussed at the Technical Meeting of Broadcasting Experts jointly organized by ITU and ECA in Harare, Zimbabwe, from 1 to 2 June 1984 and finally presented to the technical consultative meeting on broadcasting which was also held in Harare from 4 to 6 June. The latter meeting which thoroughly debated the project, determined a number of follow-up actions and made concrete recommendations on what should be done to accelerate the development of broadcasting in Africa. The meeting increased the awareness of the role of broadcasting in development in the interest of the majority of the African population which lives in the rural areas.

281. URTNA concentrated its efforts on finding resources for implementing projects: BRP-60-00?, BRP-60-003, BRP-60-005, BRP-60-007 and BRP-60-012 which when implemented will meet the common priorities of African broadcasters.

282. Very favourable results were obtained with regard to projects BRP-60-012 and BRP-60-007 on assistance to specialized centres of the URTNA, the technical centre at Bamako and the programme exchange centre based in Nairobi. The inter-African centre for studies and research in rural radio services whose assistance needs are the subject of project BRP-60-002 receives regular yearly aid which enables it to perform its duties as a training centre.

283. Besides, seminars and training or refresher workshops were organized or planned, the results of these can be taken into consideration under the regional broadcasting training project No. BRP-60-003.

284. All the activities undertaken by URTNA to implement the five regional broadcasting projects included in the programme of the first phase of the Decade were made possible by voluntary contributions of African countries and the support of the Federal Republic of Germany.

285. Project 60-006: Studies on frequency propagation: The difficulties in implementing this project and URTNA's recommendations for its implementation are dealt with in Chapter III.

286. Project 60-002: Assistance to the URTNA Rural Radio Services Training Centre at Ouagadougou (CIERRO): CIERRO is the only training institute in Africa devoted to research on communications in the rural areas. In July 1984, the centre completed a two-year training programme for thirty students in programming and technical fields. In 1984 it received financing amounting to DM 685,000 from the Federal Republic of Germany for its basic activities.

287. Project 60-007: Assistance to the URTNA Programmes Exchange Centre in Nairobi, Kenya: URTNA concluded a co-operation agreement with GTZ of the Federal Republic of Germany for the equipment of its radio and television programme exchange centre.

288. This project features an exchange of programmes which are post-synchronized in a preceding treatment in order to have each programme available in all three official languages (English, French, Arabic).

289. Equipment to the amount of DM 1.22 million was installed at the end of 1984 to cater for the first phase of the project, in which six countries, two in each language group, participated. Additional funding is expected for the second phase of the project, which will call for the participation of all member countries of URTNA in the exchange of radio and TV programmes.

290. Project 60-012: Assistance to URTNA Monitoring Centre at Markala, Mali: In 1969, URTNA established a monitoring centre with equipment for measuring radio transmission at Markala in Mali. This centre, systematically analyzes all the sub-bands allocated to the short-wave broadcasting service and the results of this channel by channel analysis are published in a monthly report.

291. Under a co-operation agreement with the Federal Republic of Germany additional equipment worth DM 0.47 million was provided to the centre in 1984.

292. URTNA recently decided to transfer the monitoring centre from Markala to Bamako and Algeria has made a voluntary gift of air-conditioned pre-fabricated buildings to make the transfer possible.

293. Project 60 003: Seminars and working groups: In 1984 URTNA organized, in co-operation with foreign partners and members of the union, several seminars related either to training or to the role of radio and television in national development. Among these can be mentioned.

294. A joint FAO/CIRTF/AUDECAM/CILSS/URTNA training course: held from 5 to 24 March 1984 at the CIERRO centre in Ouagadougou. The course provided an opportunity for rural radio services experts from CILSS countries to discuss how best to utilize the immense potential of rural radio services.

295. Training course at the Egyptian Radio and Television Union (ERTU) In co-operation with URTNA, the Egyptian Radio and Television Union launched, on 10 November 1984 in Cairo, a series of 3 training courses for radio technicians, programme officers, and video technicians. Five fellowships were offered to each of the 16 members of URTNA.

296. An agreement is being worked out between URTNA, ERTU and the Friedrich Ebert Foundation of West Germany to ensure that this training is organized regularly up to 1987.

3. Postal Services

297. The United Nations Institutions and the African inter-governmental organizations contributed to the implementation of the Decade programmes, in 1984, through two main activities, namely, the search for financing for postal projects and specific actions for the execution of regional, subregional or national projects. These institutions also contributed in the form of financing consultant missions to undertake certain feasibility studies or training activities.

1. Search for financing

298. Financial institutions which collaborated in the implementation of UNTACDA in 1984 were the World Bank and the IFCD through their participation in bilateral and multilateral meetings, correspondence, compilation of files, etc: .....).

299. UPU also collaborated with ECA in the preparations for the technical consultative meeting on postal services to be held in Brazzaville, Congo, from 20 to 23 November 1985.

2. Specific activities relating to selected projects

300. Apart from the three postal services projects described in Chapter III, specific activities relating to five postal services improvement projects were carried out by specialized postal services institutions. The details of these activities are given below.

301. POP-03-001: Establishment of a regional postal transit centre at Cotonou (Benin): A feasibility study and the design of the Centre were completed during 1984. Financing for the project was provided by the Banque Ouest Africaine de developpement (BOAD) and the Government of Benin, in the amounts of $1.61 million and $410,000 respectively.

302. POP-60-005: Mobilization of savings through the post. This is a project concerning the least developed countries in Africa. The project was partially implemented in 1984 in that consultant missions and training activities were undertaken at a cost of $90,000. Of this amount $50,000 was provided by the Government of the Federal REpublic of Germany and $40,000 by UPU.

303. POP-60-017: Establishment of pilot offices for postal services in the rural areas of LDCs: A modest beginning was made in 1984 in that a model design for the pilot offices was prepared.

304. POP-60-018: Preparation of regional and subregional postal statistical models: The first phase of the project consisting of the models has started. However, the most important phase which is the actual application of the models in the field is yet to be undertaken.

305. POP-60-021: Establishment of the postal legislation and regulations committee. A feasibility study has been completed.

CHAPTER V

INTERNATIONAL CO-OPERATION AND SUPPORT FOR THE IMPLEMENTATION OF UNTACDA

306. Transport and Communications has been viewed by African countries as being of central importance as they constitute essential support for economic and social development. In the light of this, the United Nations in 1977 declared the period 1978-88 to the Transport and Communications Decade for Africa. The aim of that proclamation was to ensure that by the end of the Decade African transport and communications infrastructure were reasonably improved.

307 The chronic lag in African economic development, failing in many countries to keep pace with accelerating population growth and in others barely doing so, had already become a prime concern of international development co-operation. Global recession had compounded long-standing problems, depressing export earnings and adding external debt to Africa's list of woes. In 1983 and 1984 drought drove millions of Africans deeper into poverty and further handicapped economic recovery efforts.

308. The multiple African crises during 1984 which took the attention and resources of the international community, therefore, affected investment in the area of transport and communication.

309. Efforts to raise funds and implement projects in the context of the Decade programme have been a difficult task for ECA. At the inception, resource mobilization was tried through a pledging conference but was found to be unsuccessful. However, after the New York pledging conference donors indicated their preference for smaller meetings on promoting the Decade, and on more restricted topics, where there was an opportunity for round table discussions with geographical groupings of African countries on projects selected on a sectoral basis.

310. In the light of the above considerations, ECA has organized technical consultative meetings on the various types of projects included in the Decade programme based on modes of transport and communications and on groups of African countries. The effectiveness of these meetings has yet to be evaluated and there is some questions whether the funds mobilized by the meetings are additional resources or whether they constitute transfers that had already previously been committed by donor countries. In any event, the meetings have attracted more interest and participation of donors than the pledging conference.

311. In 1984 two technical consultative meetings were held as follows: The fifth technical consultative meeting was on roads, shipping and ports for the countries of North Africa, East Africa and the Indian

Ocean islands was held in Antananarivo, Madagascar, from 15 to 17 March 1984. The meeting had been organized to seek financing of about $1.7 billion (roads $624.3 million, shipping $353 million and ports $727.28 million) and donors expressed interest in projects totalling $178 million or 10.44 per cent of the funds sought. Interest was expressed in road projects costing $117.3 million (19 per cent) and port projects estimated to cost $60.7 million (8 per cent) and none was expressed for shipping projects.

312. The sixth Technical Consultative Meeting, the first ever devoted exclusively to broadcasting projects in Africa and seeking to assist in mobilizing additional financial resources for this subsector within the UNTACDA programme, was held from 4 to 6 June 1984 in Harare, Zimbabwe.

313. The working programme for the meeting contained 88 broadcasting projects, grouped into five categories - rehabilitation and maintenance, training, technical assistance, regional and national projects. The total estimated cost was $393 million out of which 20 per cent had either been locally earmarked or externally secured.

314. The total amount of funds which donors declared likely to be available from them if member States concerned took the necessary initiative was $59.70 million. This is 16.2 per cent of the total resources required for financing the broadcasting programme of the second phase.

315. When African Ministers of Transport, Communications and Planning met in Conakry, Guinea, in February, one of their main concerns was the problem of overall financing of the Decade and, in this regard, were particularly disappointed by the low level of participation of the international community in the financing of the first phase programme (about 25 per cent of financing secured) and by the little interest shown by donors in regional and subregional projects. It was in view of this that the Ministers asked ECA to organize a meeting with financial institutions at the very beginning of the second phase for a thorough review of the methods used to mobilize resources for first phase projects and to design more effective methods for use during the rest of the Decade. The outcome of the meeting was referred to in Chapter II.

316. During the period under review various donors and financial institutions provided financial support for the development of transport and communications in Africa. In particular the following financing should be mentioned.

317. The World Bank provided $463.7 million for transport out of which $390.2 million was for road construction, maintenance and rehabilitation, $66.0 million for railway rehabilitation and $7.5 million was for port improvement. The Bank also provided $128.0 million for telecommunications in Africa.

318. For these projects additional co-financing was provided by the African Development Bank amounting to $85.1 million, Arab Bank for Economic Development for Africa (90 million), Kuwait Fund for Arab Economic Development (5.1 million), Caisse Centrale de Co-operation Economique ($6.25 million), Belgium ($5.85 million) and the International Development Agency of the United States of America ($3.1 million).

319. This assistance that has been provided by World Bank and other donors contributed substantially to the development of transport and communications in Africa but most of the resources provided are not directly related to the decade programme. It should also be noted that all the resources allocated to telecommunication has been given only for one country.

320. In addition to the co-financing with the World Bank, the Arab Bank for Economic Development in Africa also provided $43.25 million for transport in Africa, from which $24.0 million was for road construction and rehabilitation, $15.25 million for railways and $4.0 million was for air transport.

321. UNDP, in addition to financing the UNTACDA Co-ordination Unit in ECA, also provided $57.0 million (1982-1986) for development of transport and communications in Africa. From this assistance $23.1 million was for national projects for transport sector, $11.5 million was for communications and $22.4 million was for regional projects.

322. Other donors and financial institutions also provided financial support for the development of transport and communications in Africa during 1984 but it was not possible to obtain the information on the exact amount.

323. In addition to financing of transport and communications projects some donors provided assistance directly to ECA, for studies and training activities as well as to support the co-ordinating functions of the UNTACDA. These include the following projects.

324. The Italian Government has agreed in principle to finance the African Highway Master Plan Study which will cover the entire continent, and will co-ordinate and harmonize the road planning processes at the national and subregional level.

325. The Government of Canada is committed to finance the pre-feasibility study of the Cairo-Gaborone Trans-East African Highway (TEAH), which is primarily designed to identify the missing links in the TEAH, and determine the technical and financial resources required to upgrade those links, so as to provide an all weather access on the whole Cairo-Gaborone Highway.

326. Technical co-operation agreement between ECA and the Government of Brazil the first of its kind with a developing country in the field of transport and communications, was signed in 1984. Under this agreement, a joint study to evaluate the performance of PANAFTEL Network and the strategy for completing the network, setting up or strengthening existing operations and maintenance centres has been carried out in 1984.

327. The Government of India and the Pan-African Telecommunications Union (PATU) in collaboration with UNIDO are in the process of defining a programme of assistance from India in the fields of training, telecommunications and the manufacture of telecommunications equipment. Arrangements are also being made for a regional seminar on the manufacture of telecommunications equipment for African countries, to be held during the last quarter of 1985.

328. During the year under review, three actions of co operation and assistance in respect of postal projects was provided to UPU and PAPU as follows:

- Contribution of US$50,000 By the Federal Republic of Germany for the project POP-60-005 entitled, "Mobilization of savings";
- Contribution of UNESCO, in the form of consultant missions to undertake preliminary studies, to projects POP-60-016 on preparation of modular courses and POP-60-017 on the establishment of pilot offices
- Contribution of Brazil through the award of 16 two and a half year fellowships for the training of African postal officials.

329. The governments of Federal Republic of Germany, France and USSR (in collaboration with UNDP) provided financing for training seminars in rural telecommunications network planning, transport statistics and ports operations respectively.

330. During the period under review, the ECOWAS Fund provided $5.0 million for the Freetown-Monrovia highway, 0.4 million ECUs feasibility and detailed engineering studies of the Tappita-Tobli-Blay highway, $0.11 million to Mali for a feasibility study of the Senegal-Kenicba-Kita-Bamako highway, $0.235 to Togo for an engineering study of the Ghana-Nope-Agbanakin highway and 1.5 million FCFA for the construction of the Mano-Suzwe bridge.

331. Under bilateral co-operation arrangements between ECA and the Governments of France and the Federal Republic of Germany, two railway experts and one telecommunications expert, have been provided for the Co-ordination Unit of UNTACDA.

332. On the basis of information received from African countries (see Chapter II) a list of UNTACDA projects that have attracted financing has been prepared to present the contribution of donor countries and financial institutions to the implementation of UNTACDA Phase II projects. It should be noted that the list is not complete; it only gives an idea of contributions made for the implementation of the Decade.

List of UNTACDA Second Phase Projects that have attracted financing (in million US$)

Country	Project No:	Total cost of projects	Source external financing	External financing	Local financing
Benin	ROP-03 002	7.600	WADB/KFW/ECOWAS	7.600	—
Benin	ROP-03-005	0.300	ADB	0.300	—
Benin	ROP-03-006	0.670	IDB	0.670	—
Benin	ROP-03-002	0.600	IDB	0.600	—
Botswana	BRP-04-001	3.100	OPEC Fund	1.000	2.100
Congo	RAP-11 001	120.600	Italy	8.000	8.530
Congo	RAP-11 001	2.000	FAC/CCCE	1.350	0.650
Congo	INP-11-001	12.000	WADB/FAC/ADB	4.880	4.720
Congo	TEP-11-006	21.000	CCCE	20.000	1.000
Djibouti	ROP-12-002	18.650	ADF	0.650	0.090
Djibouti	AIP 12-001	2.900	CCCE	2.900	—
Djibouti	TEP-12-003	4,240	EDF	3.000	0.142
Djibouti	TEP-13-005	8.000	AFEDES	8.000	—
Djibouti	ROP-12-001	0.712	France	0.147	0.565
Egypt	TEP-13-001	30.000	Suppliers credit	30.000	—
Ethiopia	ROP-15-002	1.000	World Bank	0.400	0.100
Ethiopia	ROP-15-003	1.500	World Bank	1.350	0.150
Ethiopia	ROP-15-004	177.000	IDA/ADB	15.800	107.000
Ethiopia	ROP-15 001	0.900	Italy	0.650	0.250
Ethiopia	TEP-15-002	0.700	IDA	0.540	0.160
Ethiopia	TEP-15-003	1.500	Sweden	1.250	0.250
Ethiopia	TEP-15-004	0.500	Italy	0.400	0.100
Ethiopia	TEP 15-005	0.700	IDA	0.540	0.160
Ethiopia	TEP 15-006	0.800	IDA	0.700	0.100
Gabon	RAP-16-001	810.000	France, UK, FRG, Italy, Belgium, Netherlands	382.000	428.000

Country	Project No.	Total cost of projects	Source external financing	External financing	Local financing
Ghana	AIP-18-001	2.180	ICAO/UNDP	0.150	—
Ghana	AIP-18-002	1.790	ICAO/UNDP	0.350	0.550
Ghana	AIP-18-003	27.500	ECGD (UK)	3.000	8.000
Guinea Bissau	ROP-20 001	12.000	EDF	3.330	—
"	ROP-20-002	5.600	ADB	5.400	0 200
Ivory Coast	RAP-21-001	2.500	FAC/World Bank: CSTT	1.000	—
"	RAP-21 002	29.810	KFW	17.880	—
Kenya	ROP-22-003	35.000	EDF	14.200	20.800
Kenya	ROP-22-001	44.160	SFD	22.160	—
Kenya	ROP-22-007	5.330	World Bank	3.460	1.870
Kenya	ROP-22-008	35.670	World Bank	23.190	12.480
Kenya	TEP-22-001	6.300	France, Netherlands, IBRD, OECF	5.300	0.400
Lesotho	ROP-23-001	61.000	UK	0.500	—
Madagascar	ROP-26-001	0.300	UNDP	0.160	—
Madagascar	HAP-26-001	40.000	World Bank	1.000	—
Madagascar	HAP-26-002	25.000	FAC	0.280	—
Malawi	TEP-27-004	12.000	ADB	12.000	—
Mali	ROP-28-001	9.860	UNCDF/UNDP/ UNSO	5.850	
Mali	ROP-28-002	5.000	Canada	0.200	—
Mali	ROP-28-003	3.330	CCCE	0.300	—
Mali	ROP-28-001	0.630	CCCE	0.630	—
Mauritania	ROP-29-001	1.000	EDF	1.000	—
Mauritania	AIP-29-003	0.700	ASECNA	0.070	—

Country	Project No.	Total cost of projects	Source external financing	External financing	Local financing
Mauritania	BRP-29-002	1.800	KFW	1.800	—
Mauritius	AIP-30-003	12.000	China	12.000	—
Senegal	TEP-37-021	15.100	WADB/SIFIDA	12.580	2.520
"	ROP-37-004	1.000	EDF	0.025	—
"	ROP-37-002	22.500	SDF	11.000	—
"	ROP-37-003	3.000	EDF	0.220	—
"	HAP-37-001	27.600	AID/KFW/CCCE	18.200	9.400
Sierra Leone	ROP-39-002	24.300	IDB	0.350	—
"	ROP-39-001	13.200	IDB	0.300	1.980
Swaziland	RAP-42-003	3.000	France	0.550	—
"	AIP-42-001	38.000	France/EDF	4.200	23.000
"	TEP-42-001	4.320	Italy	3.890	0.430
"	TEP-42-002	3.100	ADB	3.000	0.100
"	TEP-42-003	1.050	Italy	0.960	0.090
"	TEP-42-004	5.500	Italy	4.800	0.700
"	TEP-42-005	0.720	Italy	0.520	0.200
"	POP-42-002	1.800	EDF	0.024	—
Tanzania	ROP-43-002	8.000	Canada	8.000	—
"	HAP-43-001	102.600	World Bank/ADB	70.670	31.930
Zambia	ROP-49-005	2.000	EDF	1.300	—
"	ROP-49-007	1.100	KFW	0.100	—
"	ROP-49-008	40.200	World Bank/ Italy	40.000	—
"	TEP-49-001	14.400	ADB	13.900	0.500
"	BRP-49-001	4.410	France	4.410	—
Zimbabwe	TEP-50-001	14.400	Japan	12.900	1.500
"	ROP-50-003	28.000	USAID	4.400	11.000
"	ROP-50-004	3.200	Italy	3.200	—
"	BRP-50-002	0.250	UK	0.235	0.015

Country	Project No.	Total cost of projects	Source external financing	External financing	Local financing
Regional Subregional	ROP-60-00?	3.000	UNDP	0.300	0.200
"	RAP-60-006	184.000	EDF/France	21.000	--
Sierra Leone/ Liberia	ROP-40-	106.6	FRG	17.2	--
			IDB	6 12	
			BADEA	5.0	
			ECOWAS Fund	5.0	

CHAPTER VI

SPECIAL DEVELOPMENTS, ISSUES AND PROBLEMS OF SIGNIFICANCE DURING THE YEAR

333. The debate on Africa's economic crisis during the 39th session of the General Assembly of the United Nations drew a curtain on a year of particular difficulty for Africa. Coming as it did in December, it was the last in a series of debates held in 1984 on how to extricate Africa from its dismal economic condition.

334. Africa faced the most critical economic conditions in 1984, in that some 36 countries were drought affected and depended on food aid according to the UN Secretary-General's report to the 39th General Assembly. It was in response to this crisis that the Secretary-General of the United Nations appointed the Executive Secretary of ECA as his special Representative on Africa's Economic Crisis and that an office was set up in Nairobi to assist him. The office, in collaboration with relevant United Nations Organizations and specialized agencies, prepared a report (A/39/594) for the 39th session of the General Assembly, in which a critical review of the crisis was made and short and medium-term solutions proposed.

335. Among the problems identified, transport, storage and distribution were considered of paramount importance. The section on "transport, storage and distribution" prepared with the assistance of UNCTAD (Maritime Division and Special Programme for Least Developed and Land-Locked Countries) reviewed the several bottlenecks faced in the transportation of critical commodities from overseas ports to the main distribution centres in Africa and made several recommendations to improve performance of the entire transport chain. One of the recommendations was that subregional Task Forces be set up to specifically deal with the logistic problems relating to maritime transport, port facilities and surface distribution to affected land-locked countries through transit corridors and that these problems should be an immediate component of the UN Transport and Communications Decade in order to enhance efficient use of existing transport systems.

336. In addition to the general economic crisis, several disasters struck the continent. The year was ushered in by an earthquake which devastated a great part of Guinea and laid waste to a considerable part of the transport and communications infrastructure

337. Before the first month was over, another disaster struck at the opposite end of the continent, this time in Mozambique and Swaziland.

To compound the problems of drought-stricken Mozambique, a cyclone struck the two countries at the end of January. The brunt of the cyclone damage was borne by transport and communications installations. For example, in Swaziland a number of bridges were swept away completely and others were seriously damaged. Rocks, mudslides and erosion also destroyed many roads. In the period immediately following the cyclone most of the country was inaccessible by road due to this destruction and none of the existing railway lines - including the all-important one that provides an outlet to the port of Maputo in Mozambique - were serviceable. The case of Swaziland was a particular setback since the country had realized almost all its targets in the Decade first phase roads programme. Of the total estimated cost of the damage of E81.7 roads and bridges reconstruction together with railway construction and loss of revenue accounted for E54 million or 66 per cent of the damage to the entire economy.

338. The Indian Ocean islands of Madagascar and Comoros are particularly cyclone-prone but the cyclone that struck Madagascar in April was singularly severe. It left the port city of Mahajanga completely isolated as roads and telecommunications links were cut off, the air port was under water and the port was practically destroyed. It was estimated that it would require $28 million to restore the port to working order.

339. The three disasters referred to above were momentary although their effects were long-lasting. The crisis that precipitated the General Assembly debate and all the other debates that preceded it was the severe drought the magnitude of whose impact finally jolted the international community out of their complacency in 1984.

340. In the mood of alarm at the gravity of the situation much attention was diverted from assistance to other sectors in favour of agriculture and food production. The regular development of transport and communications projects in the Decade programme was thus affected in three ways by the disasters of 1984. First, resources which would otherwise have been used for normal expansion of the services had to be redeployed to rehabilitate damaged infrastructure. Secondly, emergency transport projects in aid of the distribution of emergency relief assistance had to be funded and, thirdly, overall official development assistance flows were affected because of the diversion of attention to emergency relief aid in the short term and agriculture and food production in the long term.

341. On the positive side, 1984 saw the completion of the work of the Independent Commission which was set up under Resolution No. 20 of the ITU Conference of Plenipotentiaries (Nairobi 1982). The Commission was charged, inter alia, to examine the totality of existing and future relationships between countries in the field of telecommunications involving technical co-operation and a transfer of resources in order

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to identify the most appropriate methods of such transfer. The Commission which consisted of eminent personalities from 17 countries (including 4 from Africa, namely, Tanzania, Gabon, Senegal and Morocco) completed its work and prepared a report entitled "The Missing Link" which has been distributed to all member Countries of the ITU and institutions associated with telecommunications development. One immediate result of the Commission's work is the recommendation for the setting up of a Centre for Telecommunications Development in ITU which will complement the work of the Technical Co-operation Department, thus strengthening and improving the delivery of technical assistance to developing countries. The Commission has issued very far reaching conclusions and recommendations which merit immediate attention from all concerned.